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operator. And so it is when  
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unable to read the signs unless  
you go to an expert optician.  
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號六十八百三零萬二第

日七十月九年亥癸

HONGKONG, FRIDAY, OCTOBER 26TH, 1923.

五拜禮

號六廿月十年二十國民華中

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## TIME-TABLE.

### WEEK DAYS.

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## BOOKS OF TO-DAY

[BY "ARTOPOLYTES"]

## SAM JOHNSON IN FICTION

In his new historical novel, "Midwinter" (Hodder and Stoughton), Mr. John Buchan has conceived the original idea of filling up a period in the life of Samuel Johnson. The great scholar is here shown as having fallen on lean days, compelled to become a tutor in the family of a nobleman about the time of the Jacobite rising, when the shires were split into two camps, and scarcely any man knew to which side his neighbour inclined. Johnson bursts in on the story in hot pursuit of the daughter of his employer. The girl has eloped with a knight who has adopted the Cause, and is hurrying north to join him. Johnson has followed her, when he seeks information and assistance from Lord Cornhill, at whose house the hero of the story, Alastair Maclean, a dashing Scot, is engaged in intelligence work for the Prince's army.

The newcomer muttered thanks and dropped heavily into a chair. Under the bright candelabrum, among crystal and silver and shining fruit and the gay clothes of the others, he felt an outrageous figure. He might have been in years about the age of Lord Cornhill, but disease and rough usage had wiped every sign of youth from his face. That face was large, heavily-featured and pitted with the deep scars of scrofula. The skin was puffy and grey, the eyes beneath the prominent forehead were pale and weak, the mouth was set in hard lines as if from suffering. His immense frame was incredibly lean and bony, and yet from his slouch seemed unwholesomely weighted with flesh. He wore his own hair, straight and lank and tied with a dusty ribbon. His clothes were of coarse grey stuff and much worn, and though on a journey, he had no boots, but instead clumsy unbuckled shoes and black worsted stockings. His cuffs and neckband were soiled, and overworked pockets made his coat hang on him like a sack.

Boswell himself scarcely wrote such a vivid picture of the Doctor as that.

But if "Old Puffin" was broken and spent, he has, in the pages of Mr. Buchan's novel, a heart of stout courage, and he follows the hero of the story pretty closely through many adventures until he makes his final bow resolved "to spend what days the Almighty may still allot me on the broad highway of humanity. When I have found my task I will adhere to it like a soldier."

Mr. Buchan's novel gives a good account of the plots and counter-plots and intrigues that made England an unsafe place during the rising. The historical never overshadows the romantic, however, and Alastair Maclean's story of adventure is as full of gallantry and feats of arms as one would wish. The narrative bustles along at a brisk pace, and Mr. Buchan's vivid pen gives the romance an air of wonderful reality.

## "THE BOOKS OF BART"

Edgar Wallace has written another bright and chatty romance called "The Books of Bart" (Ward Lock). There is usually nothing very ambitious about Wallace's work, but his novels are generally entertaining, if somewhat conventional. Bartholomew Foreman is a curious character, who muddles through various people's matrimonial tangles with the good luck that seems to smile always on people of his kind.

It was something of a tragedy that Mrs. Milton, dying a year after her brother, should have made Bart Foreman the sole executor of her estate, and co-trustee and guardian of her sixteen-year-old daughter. Bart was twenty-eight at the time, and in the eyes of the girl an aged man. At seventeen she respected him, at eighteen felt superior to him, at twenty she looked upon him with the contempt which capable youth has for middle age failure.

So Fay Milton, to get rid of her embarrassment of a guardian, decides that it is high time to entrust this good looking failure of a bachelor into a marriage with a pretty widow. Result—complications in which several people become mixed up in the muddle, a little drama of jealousy and hate, and finally a happy solution to the various problems. Mr. Wallace writes brightly and interestingly without ever waning to any great literary heights. He has a rare gift of eccentric characterisation. Some of his characters are rather amusing, particularly Mr. Stenton, whose ideas of "breaking out" when he inherits a large fortune, are confined to a trip to the Cornish Riviera and the purchase of a bicycle. Alma Roche is another queer girl.

Alma bored him to tears. In appearance she was a shapeless girl, always busily dressed. She gave you the impression that, on the way from her room to the street door, she had picked up odd articles of attire and had attached them to her person to save herself the bother of taking them back and putting them away in a drawer.

There is a wealth of subtle meaning in that "busily dressed." Many another shaft of wit, and a plentiful supply of up-to-date epigrams make "The Books of Bart" quite amusing reading that will appeal to people who enjoy such like airy trifles.

## A BOY SCOUT AUTHOR

Commander Wild has already written, for adults, a fine account of the ill-fated Shackleton expedition, but a new book, "Into the Frozen South" (Cassell and Co.), is Scout Marr's story of the great exploit, and it is written specially for boys, particularly for Boy Scouts. All Scoutdom appreciated the honour conferred on their organization by Sir Ernest when he selected Scout James Marr to serve on the "Quest," and Boy Scouts will welcome this thrilling narrative of the great adventure in the Southern Seas. Scout Marr, who had a good education at Abercrombie, was helped by Sir Ernest Shackleton in putting the earlier chapters into literary form, and for the later chapters he had the benefit of the advice of the well-known sea-writer, Captain Frank H. Shaw. The volume is well illustrated.

## A NEW AUTHOR'S ORIGINALITY

It is rather puzzling to know how to begin a notice of Jane Harding's "The House of Memory" (Heinemann). There is a novel that is different, that has no model, as lacking in definition as a cubist picture. Even the publisher's note on the jacket admits difficulty of description. It says—

It would be impossible to give the unusual flavour of this story in a résumé of the plot. There is in it a brooding horror, there are phrases that now and then cause the reader to lose a heart-beat. The flap of an owl's wing above one's head in a black country lane; a ghostly footstep up the corridor dark with the dreams of centuries; the prickly fear that comes with the inexplicable—there are like sensations here.

The author is a new writer, who chooses to make her debut through the medium of a most delicate and difficult branch of literary art. She has succeeded to a certain extent, for to have maintained throughout the pages the sense of subtle suggestion of the unknown is no small feat. It is a strongly individual book, and amazingly clever. But it is not easy to read, and will appeal only to those who can appreciate an almost plotless novel of daring originality of form.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., when- ce and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Oct., will be subject to rest.

All claims against the steamer must be presented to the Underwriter on or before the 10th Nov., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Oct. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by:

GIBB, LIVINGSTON &amp; CO., LTD., Agents.

Hongkong, 20th October, 1923. [1452]

## S.S. "PORTHOS"

SERVICES CONTRACTUELS, DES MESSAGERIES MARITIMES.

## NOTICE

CONSIGNEES of Cargo from MARSEILLE, LES, etc., in connection with above Steamers are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining undelivered after the 30th instant, at Noon, will be subject to rest and landing charges.

All claims must be sent in to me on or before the 3rd November, 1923, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 20th instant, at 10 a.m. by Messrs. Godard & Douglas.

No Fire Insurance has been effected.

R. BODENFUSER,

Acting Agent, Hongkong, 24th October, 1923. [1453]

## THEATRE ROYAL

## ONE NIGHT ONLY

MONDAY, OCTOBER 22ND,

at 9.15 P.M.

## GRAND VIOLIN RECITAL

## JASCHA HEIFETZ,

THE WORLD-RENOUNDED VIOLINIST.

BOOKING OFFICE AT MOUTRIER'S ON

MONDAY, OCTOBER 15TH.

PRICES:—Stalls and Circle ... \$6  
Unreserved ... \$4 and \$3  
[1421]

## HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S LOCAL NEWS.

The Paper to send Home

## ENTERTAIN

Your Friends at Dinner with Our Newly Arrived Delicacies

BLACK CAVIAR ... \$2.50 per jar  
RED ... \$1.10  
ROLLMORSE ... \$1.25  
HALVA ... \$0.90 tin

## AFTER-DINNER

Entertain your friends at the—

## STAR THEATRE

With our Compliments. With every purchase of \$3.00 we give a FREE TICKET to the STAR THEATRE.

OUR PATRONS are requested to note that we are removing to the Kowloon Hotel Building, and will carry on Business there from the 1st NOVEMBER.

## THE PENINSULA STORE.

## BICYCLES

Telephone LADIES' GENTLEMEN'S OR TANDEM Telephone  
R711. FOR HIRE OR SALE. R711.

English Bicycles and Racers

Just Arrived.

English Palmer Tyres and Repair Outfits for Sale.

## HANG LEE CYCLE CO.,

39, HATHONG ROAD, KOWLOON.

Next to PALACE HOTEL.

THE LEADING HOUSE  
FOR PIPES  
IN THE FAR EAST.VARIOUS MAKERS FOR YOU  
TO CHOOSE FROMALL AT VERY  
REASONABLE PRICES.TABAQUERIA  
FILIPINA,

33, QUEEN'S ROAD CENTRAL.

## WORLD THEATRE

WEDNESDAY, 24th, to SATURDAY, 27th October.  
at 5.15 and 9.15 P.M.

A DRAMATIC MYSTERY PICTURE

THE MYSTERY  
OF THE YELLOW ROOMSIX REELS OF THE MOST FASCINATING  
MYSTERY EVER SCREENED.

Admission:—

9.15 p.m.—\$1.20, &amp; 80 cts. 5.15 p.m.—80 cts. &amp; 50 cts.

BOOKING AT THE THEATRE.

## BOWERN &amp; CO.,

No. 8, MURRAY ROAD,

SHANGHAI.

## C. E. WARREN CO., LTD.

SANITARY ENGINEERS—  
MONUMENTALISTS, &c.

OFFICES &amp; GODOWNS, 98A, WANCHI ROAD,

HONGKONG.

Tel. No. 269.

Have Received A New Stock of Native

Trapdoors—Lavatory Basins—Egg-

shell Hearths, &amp;c.

A Large Stock of Builders' Requisites.

Estimates Free for All Classes of Work—

Bath and Bath Room Fittings—H. &amp;

O. Water Installations, Water Heaters

—Ranges—Sanitary and Plumbing

Systems.

Monumental Works in Italian Marble

and/or Hongkong Granite.

Erected in Hongkong—Canton—Macau, or

Packed F.O.B., Hongkong.

A Large Assortment of Artificial Wreaths.

[1458]

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the Institute of Chartered Shipbrokers, Incor-

porated by Royal Charter, London.

STRAIGHT AGENTS AND BROKERS FOR

For the Purchase, Sale and Charter of Vessels

of any Tonnage, Passenger and/or Cargo, New

and/or Old, with delivery China at Very Low

Fares.

SAVING OPERATIONS, MARINE SURVEYORS

AUTOMOBILES, COAL MERCHANTS.

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Machinery For Sale, New and Old in First

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tion).

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GOSWAMI PATENT WORKS.

SARAWAT WATERS &amp; CO., LTD. (Sheffield).

High-Class Steel Manufacturers (Tank

Brand).

Catalogues and Price-Lists on application.

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Codes: Bentley's, Scott's, A.B.C.

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Tel. Central 236. 2, Queen's Buildings.

SOLE AGENTS FOR  
**BELL'S UNITED ASBESTOS CO. LTD.**

MANUFACTURERS OF  
"Victor Metallo," "Dagger," "Quadruple" and  
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Bell's Asbestos Compositions.  
"Salamander" Engine & Cylinder Oils.  
"Salamanderite" Jointing.

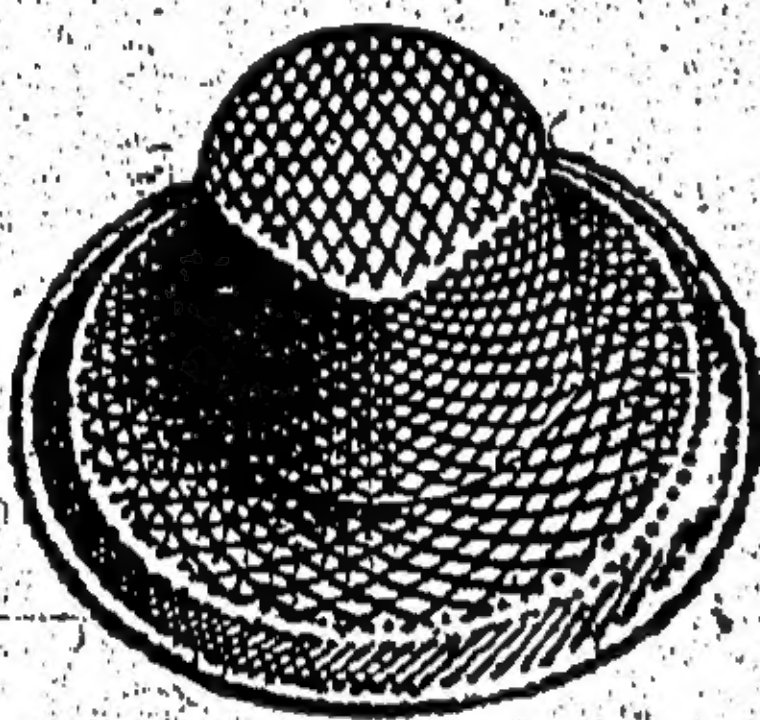


## ICY-HOT BOTTLE.

A Useful and Much Appreciated  
Present for All Occasions.

**THE CHINA DISPENSARY**  
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## SALE NOW ON



A FRESH STOCK OF  
**MANILA HEMP HATS**  
FOR LADIES  
Latest Styles,  
Various Colours and Shapes  
AT LOWEST PRICES.

Come Now! Come Early!!  
Don't Miss the Opportunity!!!

**SWATOW DRAWN WORK CO.**  
16, Des Vaux Road Central Hongkong.  
P.O. Box 445. Telephone No. 2860.

SOME DISTANCES IN THE SOUTH CHINA SEA  
AND PHILIPPINE ISLANDS  
By Capt. G. H. PENNEFATHER.

On Sale at—  
**BREWER & Co.,** Pedder Street.  
**YE OLDE PRINTERIE, Ltd.,** Queen's Road.

## AILSA CRAIG

### MARINE MOTOR

A first-class British-made Motor at a reasonable price.

1 Cylinder to 6 Cylinders  
4 B.H.P. to 50 B.H.P.

Prices and particulars from

SOLE AGENTS:

**DODWELL & CO., LTD.,**

Telephone C. 1030.

Machinery Dept.

## The CITROEN.

The Last Word in Car-Economy

### RUNNING COSTS LOWER.

Less Tyres

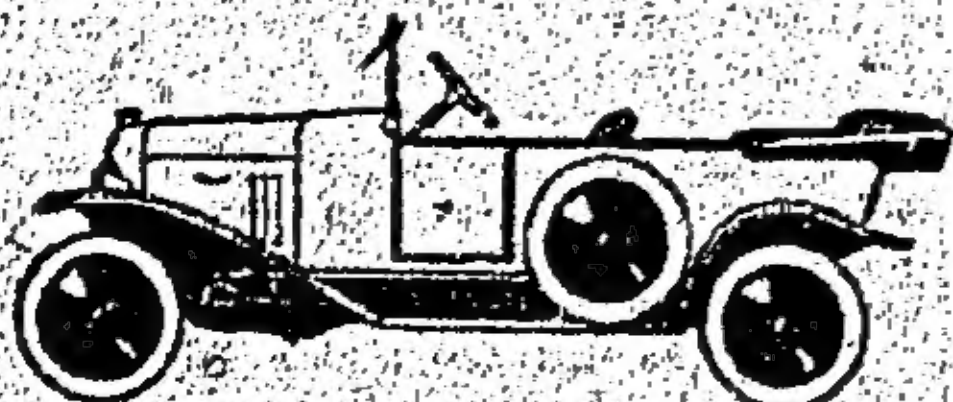
Less Oil

Winner 3 years running 1920-21-22. Grand Prix for Low Consumption.

Cars for Sale:

**LEPACK CO., LTD.,**

50-52, Queen's Rd. C.



### A DOCTOR'S DILEMMA

The following melancholy confession of his troubles with his conscience has been sent to me by a medical practitioner, after reading recent articles in the *Truth* on cancer and cancer research. Should any other medical reader feel moved to prescribe for him, I shall be pleased to forward the advice gratis.—*Ed. Truth*

I am a doctor, and I am in a dreadful way. I have doubts—grave doubts. To make a clean breast of it, I suspect modern medicine is all rot. Think of it! Modern Medicine!

There is a conspiracy of silence. Every hundred years or so an honest—I hasten to say—intellectually honest—doctor arises, and gives tongue. He says that there is really only one disease, constipation, and that if we doctors could cure that, there would be precious few diseases left to bother humanity. (I should say here, I have no financial interest in Cures of Salts, tasteless in taste, or any other laxative. I wish I had!) But before the I.H. doctor can get the public interested and let it know the truth the pack—no, I withdraw that—the Profession are down on him, and before you can say "knife" (still less "scalpel") he is outed—torn to perishing ribbons. No damping with fatal praise, or any fooling about like that. The Profession simply pronounces that Doctor Truthful is so devoid of brains that he is incapable of understanding the mysterious depths and difficulties in the unravelling of all the multifold etiological factors, diseases, environmental circumstances, etc., necessary to the formulation of a diagnosis, and so reaching the appropriate exhibition of therapeutic measures.

After this, Dr. Truthful "takes the count." And the Profession continues to profess.

Now, I believe the Dr. Truthfuls are right, but I dare not say so. It is as much as my place is worth, believe me or believe me not. The *Scalpel* would arise and curse me. The Journal of the British Sedulo-Medical Association would damn me. And what Harley Street would say—No, no! It can't be done. I can't face it.

A curious thing is that when I express my conviction to laymen they listen with interest. They say, "Of course—common sense! Stands to reason if your engine's got a choked exhaust, it must go to pot in no time. Bung up your cylinders—loss of power, pre-ignition, difficulty in starting, climbing ability diminished, excessive fuel consumption for even slow running—a dozen "diseases" before you know where you are. Same in the human body, or any other "body" or engine. I've not the slightest doubt. It's an engine, isn't it? Different kind of spark, that's all."

Even as to that I don't know. Is the spark, even, different?

In my trouble I sometimes take my courage in both hands and go to my distinguished confrere in Harley Street—an old college chum.

"I call in the evening—see him alone. I say: 'Look here, old man! It's an awful ramp, you know! All these thousand and one "diseases," and the ridiculous high-falutin' names we give 'em. All we've got to do is to learn how to cure constipation. No, don't interrupt! We can't do anything of the sort; otherwise why are there millions of people suffering from it? If they didn't need to suffer from it—that is to say, if we or any other lads could cure it, do you think people would go on suffering? Don't be an ass, old thing! I beg your pardon, but let me have my say—nobody can hear us. Well, it stands to reason; if people have their cylinders choked up all their life, they must go wrong, behave wrongly, all over the place. And if we can't cure their constipation, we can't bump up with us! We can't, otherwise people wouldn't make fortunes out of pills and things, and you wouldn't be so hard. Well, I say, if we can't cure jolly old Intestinal Stasis, to give it its go ashore name, what's the use of pretending we can cure any of its results? Oh, talk sense, old lad! You don't seriously mean to say it's quite natural and salubrious to have the old trouble all our lives. I know that's what the profession tell people, but, really, between ourselves, now!"

He looks at me in a pitying kind of way, and I subside into his best chair, limp. It isn't all beer being a Bolshi, believe me.

He speaks. "My dear chap, have you read Dejermet? On the Psychoneuro-psudoplenic Diathesis, its Prophylaxis and Therapeutics," with an Introduction by M. le Docteur Coore, the author of 'Le Toshe'? I thought not." (I subside still farther in the chair.) "You see, my dear chap, you mustn't think you can apply common sense to the problems that confront Modern Medicine, and that defy our best efforts." (Here he runs his delicate fingers through his long hair.) "It is not quite so simple, my dear chap."

Then he drags me out of his chair, helps me on with my coat, keeps an eye on his umbrella, and shows me out. "Good-night, old chap."

Now, who's going to help me off the horns of the dilemma? I dare not move myself. I'm a doctor, you see.

### RICHMOND'S MUNICIPAL GOLF COURSE.

WAITING THREE HOURS FOR A GAME.

The following is from a recent London paper—

A visit to London's public golf course at Richmond Park afforded striking evidence of the demand that exists for municipal golf in England.

The first two players drove off at 8.15 a.m., and by 7.30 a.m. 36 players were on the course, the official starter had taken up his position in his box, and the golf stream had begun to flow in earnest.

The most wonderful thing about the golfing habits of Richmond Park is their patience. With stoic philosophy they wait between two and three hours for their turn to begin play.

At 11.30 a.m. 340 tickets had been issued and only 100 of the purchasers had been able to start. There were thus 180 awaiting their turns, and it was certain that, even at the quickest possible rate of getting them away, a good many had at least three hours to spend in subdued expectation.

A large number practised shots with balls made of wool or cork. Others, having taken their tickets, went away for two or three hours, knowing that they would be back in time to take their places. This scheme suits the family parties, of whom several were in evidence.

### NOTICE OF REMOVAL.

THE OFFICES of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (2nd floor), to which Address all Correspondence should be directed. Hongkong, 18th July, 1923.

### HONGKONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN THAT THE FOURTH ANNUAL GENERAL MEETING of THE HONGKONG BOXING ASSOCIATION will be held at Messrs. JARDINE, MATHESON & Co., Ltd.'s Board Room on TUESDAY, THE 30TH DAY OF OCTOBER, 1923, at 5.15 P.M. for the following purposes—

- 1.—To receive the General Committee's Report and Statement of Accounts for the year, ending the 30th day of June, 1923.
  - 2.—To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer, and The General Committee for the year 1923-1924.
  - 3.—To appoint an Auditor.
- By Order of the General Committee,  
GEORGE G. N. TINSON,  
Hon. Secretary & Treasurer.  
Hongkong, 23rd October, 1923. [1463]

### NOTICE.

THE HONGKONG & CANTON ICE MANUFACTURING CO., LTD.  
NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, HONGKONG, on MONDAY, 5TH DAY OF NOVEMBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st JULY, 1923.

The TRANSFER BOOKS of the Company will be CLOSED from 29th OCTOBER to 5th NOVEMBER, 1923, both days inclusive.

By Order of the Board of Directors,  
M. MANUK,  
Secretary.  
Hongkong, 19th October, 1923. [1448]

### LOYAL ORANGE LODGE, No. 802.

HOLD their MONTHLY MEETINGS at the UNION ORATOR HALL, Kennedy Road, the FIRST MONDAY in Each Month.

### PRECEPTORY.

The Imperial Grand Black Chapter of the British Commonwealth No. 801, EASTERN STAR, hold their Meetings at the same Hall the SECOND MONDAY of Each Month. Anyone interested should apply at the above Hall. [1403]

### NAVY LEAGUE BALL

Under the Patronage of  
ADMIRAL SIR ARTHUR LEVESON, K.C.B.  
(In Aid of War Charities)

Will be held at

THE CITY HALL,

on

FRIDAY, 2ND NOVEMBER, 1923,

at 8.30 P.M.

TICKETS (35 each), Obtainable from the LADIES' COMMITTEE, MOUTRIE'S, ANDERSON'S and THE ENGINEERS' INSTITUTE. [1399]

When in doubt about your eyes

or your glasses

Consult

**CHINESE OPTICAL CO.**

Eye-sight Specialists.

37, QUEEN'S ROAD CENTRAL  
Hongkong.

"Boy! A Good Smoke, my  
Slippers and Armchair."

THE

**HONGKONG CIGAR STORE, LTD.**

Do not supply Slippers and

Chair, but They do supply a

**GOOD SMOKE.**

[133]

## "JUST AS SOFT AND FLEECY AS WHEN TWAS NEW!"

YOUR FAVOURITE AUTUMN  
SHAWL, JUMPER, COSTUMES,  
EVENING GOWNS AND WRAPS  
CAN BE RESTORED TO THEIR  
ORIGINAL SMARTNESS

BY GIVING OUR

**GENUINE DRY-CLEANING  
SERVICE A TRIAL.**



## THE STEAM LAUNDRY CO.

HEAD OFFICE and WORKS: YAU MATTI, Tel. K 32.

HONGKONG DEPOT: 16, Stanley Street, Tel. C 1473.

64, Praya East.

KOWLOON DEPOT: 19, Canton Road.

CANTON: 19, Shark Central, East.

## XMAS GIFTS

AT

### BARGAIN PRICES

AT

## THE SWATOW LACE COMPANY

All kinds of Swatow Laces, Drawn-Work Table Linen, Embroidered Silk Shawls, Capes, Scarfs, Dresses, Hand-Bags, Slippers, and Underwear, Carved Ivory, Mother-of-Pearl, Tortoise-Shell and Amber Beads, Pendants, Bracelets, Mah-Jongg, Lanterns, Lamp Shades, etc., etc.

FOR 15 DAYS ONLY

From 16th to 31st October.

COME EARLY! DON'T MISS YOUR OPPORTUNITY.

17a, Queen's Road Central.

## GREAT REDUCTION SALE

FOR 15 DAYS ONLY

From October 25th to November 10th

### ALL KINDS OF LADIES' FANCY GOODS

including Swatow Drawn Work, Canton Embroidery, Hand-made Laces, Ivory-ware, Beaded Works, etc., etc.

DON'T MISS THIS OPPORTUNITY.

## CHINA DRAWN WORK CO.

(QUEEN CHEONG)

40, Queen's Road Central.

## PIANOS FOR SALE OR HIRE.

### TSANG FOOK PIANO CO.

Tel. 2127.

94a, WANGHAI ROAD.

## SOMETHING YOU NEED.

DRAWN WORK and EMBROIDERIES  
of EVERY DESCRIPTION

Shawls, Hand-made Laces, Drawn and Embroidered Handkerchiefs, Beaded Articles and Necklaces. Suitable for Xmas Presents to send Home.

## CHINA SILK & EMBROIDERY CO., LTD.

Wholesale and Retail Merchants,

37, QUEEN'S ROAD CENTRAL (Next Madam Tint's).



## PERFUMERY

Manufactured by

**RIGAUD, PARIS.**

"AIRE ENBALEAMADO"

"MARY GARDEN"

"HORA CARINOSA"

"DULCE MIA"

"LILAS DE RIGAUD"

Obtainable from

**VICENTE ATIENZA,**

118, Nathan Rd., Kowloon.

Telephone B 155.





# THORNYCROFT

AND CO., LTD.  
SHIPBUILDERS AND ENGINEERS  
London, Southampton and Basinstoke

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS  
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)  
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS  
MARINE AND STATIONARY OIL ENGINES 5 TO 90 H.P.

MOTOR VEHICLES 2 TO 6 TONS.  
WATER-TUBE BOILERS

For QUOTATIONS, APPLY—  
ROBERT DOLLAR BUILDING,  
SHANGHAI.

## Mackintosh's

THE  
MAN'S  
SHOP

Decked with all that is newest  
from Britain foremost manu-  
facturers and designers of  
styles, Mackintosh's Shop  
presents a spectacle of sur-  
passing interest to discerning  
men.  
A courteous welcome awaits  
you, whether you come "to  
look" or to buy.

Mackintosh & Co., Ltd.,

Men's Wear Specialists.

Alexandra Building, 60, YORK ROAD.

## SINCERE'S

## GREAT SALE

## NOW ON.

### THE SEASON FOR BLANKETS

### FAST APPROACHING

### HAVE YOU GOT YOURS?

## WHITEAWAY'S

### HAVE EARLY WARM REAL WITNEY BLANKETS

### EARLYS OF WITNEY

ESTABLISHED OVER 250 YEARS.

SINGLE SIZE	\$16.75 to \$22.50
MEDIUM SIZE	\$29.50
LARGE SIZE	\$35.00 and \$49.50
CRIB SIZE MERINO	\$9.95

GET YOUR SUPPLIES EARLY.

WHITEAWAY, LAIDLAW & CO., LTD.,  
HONGKONG.

### RICE IN CHINA. HER PRODUCTION AND NEEDS.

In an article dealing with the production of rice the "Chinese Economic Bulletin" says:—

Rice is the staple food of the Chinese throughout the southern and central provinces. The principal producing areas are in the Yangtze Valley. The total annual yield in 1920 was estimated at 395,910,000 piculs, but this amount is not sufficient to meet the domestic demand, the shortage being supplied by importations from Siam,暹羅, India and Korea. Suitable irrigation systems and a rather long and warm growing season are essential for rice cultivation, although a certain species, known as upland or dry rice is successfully grown on unirrigated land in regions north of the regular rice belt, the dry rice district running as far north as Manchuria and Chihli. The rice-producing provinces in order of importance are: Kiangsu, (in which province Shanghai is situated), Hunan, Hupeh, Anhui, Kiangsi, Szechuan, Chekiang, Kuangtung and Fukien.

Kiangsu with a total area of 373,084 square li, is not a large province, but extreme fertility of soil and intensive cultivation give it the leading position in rice production. Out of the 58,490,000 mu of land under cultivation, about one-half is devoted to rice, yielding an annual crop of about 80,700,000 piculs.

#### THE GRANARY OF HUNAN.

Hunan has an area of 622,853 square li, with 87,944,000 mu under cultivation, of which 26,337,000 mu are devoted to rice. The province has a network of rivers and streams, providing the necessary irrigation. In summer the Hunan climate is warm and damp, but mild in winter. The climatic and soil conditions are well suited to rice cultivation. An old Chinese saying that when Hunan has a good crop all China will have food to eat suggests the reputation of this province as the granary of the country. The annual production there, however, is estimated to be only 47,860,000 piculs.

Hupeh has a total area of 589,116 square li, with 91,430,000 mu under cultivation, 22,858,000 mu of which are devoted to rice. The climatic and soil conditions are similar to conditions in Hunan. The annual crop is about 39,840,000 piculs.

Anhui has an area of 405,171 square li, with 74,810,000 mu under cultivation. Only the southern section, comprising 22,443,000 mu, is given over to rice, producing about 46,480,000 piculs annually, the northern part being too dry and cold.

Kiangsi has an area of 603,447 square li, with 97,940,000 mu under cultivation. Rice fields are, however, limited to the great plain bordering the Panyang Lake, totalling about 13,192,000 mu and producing about 39,910,000 piculs annually.

Szechuan has an area of 1,237,930 square li, being the largest province in China. Out of the 165,653,000 mu under cultivation, about one-fourth, or 41,885,000 mu, is rice land, producing 77,650,000 piculs.

Chekiang has an area of 323,100 square li, with 56,670,000 mu under cultivation, of which 22,992,000 mu are rice producing. About 16,600,000 piculs a year are harvested.

The seven provinces enumerated produce two-thirds of the rice crop in China, the yields of Kuangtung, Fukien and the other provinces combined making the remainder.

#### SUPPLYING THE DEMAND.

Most of the rice produced in the country is consumed locally or in the immediate neighbourhood. Only three provinces, Hunan, Anhui and Kiangsi, have a decided surplus over local demands. For this surplus rice, Wukin, Changsha, and Kiangsi are the principal distributing centres. Between five and ten million piculs find their way down the Yangtze River to supply the demands of the thickly populated regions along the sea coast and of cities in the north, like Peking. None is exported, except under rare circumstances, as there is an embargo on rice. Considerable quantities are imported every year, varying from 1,000,000 to more than 19,000,000 piculs, as shown in the following table from the Chinese Maritime Customs reports:

1917	8,837,168 piculs.
1918	6,984,025 "
1919	1,809,749 "
1920	1,183,500 "
1921	10,634,560 "
1922	19,156,651 "

### COMEDY OF ETIQUETTE. HOW THE PRESIDENT'S WIVES WENT TO PEKING.

The Peking correspondent of the "Peking and Tientsin Times," writing on the 15th inst., said:—

An interesting story heard in Chinese circles to-day indicates that the supposed harmony in President Tiao Kung's family was nearly upset when they reached here because of the fear of his first wife that she had lost face in the eyes of Peking officials when Wife No. 2 got to Peking first. The story is to this effect:

Tiao Kung had ordered arrangements made whereby Wife No. 1, accompanied by Madame Wu Pei-fu, should be the first to leave Peking and the first to reach his headquarters in the Presidential mansion. Wife No. 2 was to follow shortly afterwards, each to have special trains. Wife No. 1 and Madame Wu Pei-fu were delayed owing to an accident to the motor-car taking them to the Peking railway station and in the meantime, Wife No. 2 and her entourage reached the station and the waiting train sped away with them. The error in etiquette was not noticed in Peking and when the train arrived here Wife No. 2 and her companions were whisked away to the Presidential mansion. Wife No. 1 arrived here less than an hour later and when she ascertained that No. 2 had preceded her into the palace there was the usual comedy of errors. No. 1 insisting that she must have a train to take her and her companions back to Peking at once. The affair was arranged only after the President, himself, had assuaged the wounded dignity of Wife No. 1, so it is claimed. It has not been possible to gain any idea of what happened when Wives 1 and 2 met within the confines of the President's residence.

### THE EUROPEAN IN INDIA.

The life of the European in the mofussil, says the "Statesman," has lost much of its dignity in recent years. The traditionally open house of the planter and the official has almost gone and with it that sense of lavishness which charmed the cold-weather visitor and created the impression that tents and dogs and horses, hosts of servants and continual shikar, moonlight picnics, pig-striking meets, and the groaning board, were the normal conditions of residence in this country.

Needless to say, the impression was not entirely accurate, because behind the profusion and the apparent gaiety there was a great deal of strenuous work in which the visitor was not asked to share, and which he therefore did not observe unless he happened to be a G. W. Stevens. But to-day the open doors are shut, horses and dogs are fewer, salaried khitanigars and profuse hospitality have almost disappeared, along with excursions in search of scenery and shikar. The reason of the change is not far to seek. The rupee has lost much of its purchasing power, and incomes have not kept pace with the rise in prices. Moreover much of the charm of the old mofussil life that existed between Europeans and Indians was due to the excellent relations which existed between Europeans and Indians. The hospitality of the zemindar was as great as that of his European friends, and whether it was a case of marking down a tiger or beating for quail, villagers were courteous and well disposed. But nowadays excursions outside certain well defined limits are often ruined by the undisguised hostility of the peasantry, and even these refreshing morning excursions must be conducted with a certain amount of discretion as to the route chosen. With the decay of the individual household and its attractions the station club or gymkhana has come to assume special importance, and the amenities and distractions it now provides compensate in some measure for high prices and Indian non-co-operation. The club is the centre of social life, and large enough and the necessary facilities in some stations, where the buildings exist, it is even taking the difficulties of house-keeping off the shoulders of worried zemindars. People have their meals there, and the housekeeping is done by the kharanah at so much per head per day, while a committee of stern males keep watch over the quality of the food. The station mess, of course, whether forming part of the club or run independently, puts an end to the time-honoured Anglo-Indian custom of the burra-khanna. No favour is conferred in asking people to dine with you when they dine with you or near you as a matter of course every night. Similarly, the "private afterwards" can no longer be included as part of the attractions of an invitation, for in these days bridge both before and afterwards is part of the normal life of the station. For the same reason tennis and dancing no longer depend upon the hospitality of individuals. They are to be had at the club and practically nowhere else. Every social activity in the mofussil centres about the club, and it therefore happens that small, isolated communities of Europeans are drawn much closer together than they used to be. They all meet each other every day and according to the optimist, the consequence is that malicious gossip has almost disappeared. How is it possible, he asks, to believe unkind things of people who habitually help to make up your four at tennis or bridge, who dance with you, and who take you home when your car is out of order? The prevalence of scandal, however, probably depends more on the people themselves than on the conditions in which they are thrown together. Be that as it may, the station club continues to keep mofussil life enjoyable at any rate for those who live within reach of it. But the greater attractions of the club, the less the intimacy of Europeans with Indians, and in this connection it is impossible to avoid reference to a difficulty which is facing every club committee in India. Most stations contain a small knot of Anglo-Indians whose education and position should make them eligible as members of the club, but they are not always admitted. In the west and south of India, where for many years past the conditions of station life have been such as we have just described, the difficulty has frequently arisen and wherever the liberal policy has been adopted has always been satisfactorily solved. The experience of many stations in Bengal, we believe, is the same; in no case has any club in this province regretted admitting Indian gentlemen to its membership. They have always proved themselves good fellows and good sportsmen, nor has their presence produced the contrary effect that some of the smaller station clubs seem so terribly afraid of. Indeed, the fate of the Anglo-Indian in the mofussil districts is often very pathetic. Received everywhere in Europe, the manners and customs he has adopted on him off from his own people, whose simple pleasures no longer satisfy him. He looks with longing eyes at the social activities of the European residents, activities in which his education and upbringing have qualified him to play a part, but he finds himself shut out from the society whose civilization he has adopted, and to which in many respects his sympathies incline. In all such cases, and they are far from rare, the station committee should regard it as a duty to accept the Indian gentleman on equal terms and admit him to equal privileges. Otherwise they not only lose opportunities of appreciating the fine qualities of the educated Indian, but add galls to racial bitterness and swell the ranks of the disloyal.

### SHORTLANDED CARGO.

#### AND DIFFERENCES IN EXCHANGE. ANOTHER LIMITATION CLAUSE?

Is it the universal custom of shipping companies to pay all claims for short-landed cargo at the rate of exchange prevailing on the date of the ship's arrival in port? This was the important point raised in an action which came before Judge Lobinger at the U.S. Court at Shanghai, last week. Plaintiffs were the American Sales Corp., suing the U.S. Shipping Board Emergency Fleet Corp., and Pacific Mail Steamship Co., for \$1,782 (American currency) and Tls. 277.39 in respect of 145 bundles of corrugated concrete reinforcement bars, part of a shipment of 1,460 bundles, short-landed in Shanghai. Defendants admitted that the merchandise was missing when the str. "West Caledonia" reached the port in June, 1920, but alleged that payment of the claim had been made in full at exchange 100, the rate prevailing upon the date in question.

Mr. F. J. Schuhl appeared for plaintiffs; Mr. J. B. Davies and Mr. R. T. Bryan with Mr. A. E. Seddon for defendants.

Opening the case, Mr. Schuhl said he claimed the difference between Tls. 1,740 and that amount in gold dollars at the rate of exchange prevailing to-day.

Mr. Davies, in reply, said the amount claimed was not large, but the principle involved was vital not only to shipping companies, but to insurance people. He proposed to call evidence to show that it was the universal custom, and "had been from time immemorial," that all claims paid by insurance companies were paid on the basis of exchange on the day the ship arrived in port.

R. P. Mayer, a German subject, the only witness for plaintiffs, said he was connected with them in 1920. The rate of exchange when the ship arrived was 88. The transaction was entirely in gold dollars. Witness produced a contract between plaintiffs and a Chinese dealer, which was in American currency.

For the defence, Mr. Davies said they had paid the claim in full with a cheque for Tls. 1,704, which was equivalent to plaintiffs' claim in gold dollars at the rate of the day on which the "West Caledonia" arrived in Shanghai. Defendants contended that this was the custom of all shipping companies operating between the United States and foreign ports, particularly between America and China. Evidence to prove this would be called.

Mr. J. C. Hill, Pacific Steamship Co., examined by Mr. Davies, said he had been 17 years in the business—in San Francisco, Yokohama, Hongkong, Manila and Calcutta, and had handled many claims.

After this claim had been allowed will you state why you tendered a cheque for Tls. 1,704.07 in payment of a claim for G. \$1,708.33?—Witness: The shortage was never located and the claim was never checked up. It was worked out according to the customary practice of the trade—that is, claims are to be paid in local currency. Where the claim is made in gold, same is converted into local currency at the current rate of exchange on the day on which the cargo was supposed to have arrived in the freight contract. This was the basis on which I settled the claim.

Answering further questions, the witness stated that this was the universal custom among shipping companies trading between the United States and China. He would say that 3,000 or 4,000 had been settled in this manner, 15 or 20 on this basis in respect of the commodity in question. Marine insurance companies followed the same practice. Witness had been a member of the Shipping Board Conference. It was formed more or less at the suggestion of the U.S. Shipping Board, for unification of the workings of various shipping board tonnages, for the purpose of stabilizing freight conditions and eliminating all differences especially between American and foreign steamship companies.

They had a meeting in Shanghai with reference to the question of exchange in settlement of claims, before plaintiffs' loss had been incurred. The rule in question was laid down at that meeting. There had been a great many cases where exchange had worked the other way and the shipping companies had lost.

Mr. Schuhl (cross-examining): How many claims have you settled with such a wide difference in exchange as 100 and 88?—Witness: There were some 15 or 18 claims settled at the same time as your cheque was given.

The freight conference agreement, witness admitted, was not published, nor were the shippers notified. Mr. Leonard Everett, shipping agent, and Mr. G. A. Perks, traffic manager in Shanghai for the Robert Dollar Co., gave corroborative evidence. The Judge instructed both sides to file briefs, and adjourned the case pending judgment.

### CRIMINAL SESSIONS.

(TEMPORARY CHIEF JUSTICE (SIR WILLIAM JESS-DAVIES).)

#### ILLEGAL POSSESSION OF ARMS AND AMMUNITION.

Two Chinese who were formerly members of the crew of the liner "President McKinley" were tried on a charge of being in unlawful possession of 43 Mauser pistols and 2,900 rounds of ammunition.

One of the prisoners pleaded "guilty" at first and then, when reminded by the Chief Justice that counsel had been retained to defend him, he pleaded "not guilty."

Mr. F. C. Jenkin appeared to defend the prisoners.

Mr. A. Dyer Ball who conducted the case for the Crown said one man was formerly a porter aboard the "President McKinley" and the other a cabin steward. The ship came alongside the Kowloon wharves on September 23rd at 5.45 p.m. Police Sergeant Snare went on board and remained searching passengers' baggage until 8 p.m. when he received certain information which led him to go towards cabin 114. While he was walking up the alleyway he saw one of the prisoners, the porter, come out of cabin 114 carrying a pillow case behind him and turn into cabin 120. The Sergeant followed the man into the cabin and while he was questioning him the door opened and the other man came in. He was also carrying a pillow case and when he saw the sergeant he tried to get away. The Sergeant grabbed him, however, and pulled him into the cabin. When the bags were examined in the presence of the Captain and Chief Officer one was found to contain 10 Mauser pistols in cases and the other 1,000 rounds of Mauser ammunition.

Sergeant Snare then took everybody to Cabin No. 114 where, on the floor inside the door, were found some bits of board and a pot of paint. There was a hole in the partition between the cabin and the adjoining bathroom and from a hole under the bath were fished out 13 Mauser pistols and 340 rounds of ammunition. Two more bags containing 10 Mauser pistols were found under beds in cabin 114. There was some luggage in cabin 114 but cabin 120 was unoccupied.

The nature of the questions put by Mr. Jenkin in cross-examination of Sergeant Snare and other witnesses suggested that one prisoner's defence was that he was only a porter acting under instructions and did not know what he was carrying.

The second prisoner giving evidence, said it was his first trip on the s.s. "President McKinley." At Seattle the arms were taken on board by him. A man named Li Hing asked him to take them on board and told him that at Hongkong some people would mention his name.

He was to let those people have the arms. He was told that the arms were for protection of these people in the country. This Li Hing told him to put them in cabin 114 and that in that cabin he would be able to move a board and hide them in the hole behind the board. He himself unpacked the arms and hid them. On arrival at Hongkong he unpacked them from there to put them in cabin 120 which was empty whereas there were passengers in 114 going to Manila. The first prisoner knew nothing of the arms. He was passing and carried the bag for him.

Cross-examined he said he thought he was committing no breach of the law unless he took the arms ashore.

The first prisoner then gave evidence and told the Court that when the ship arrived at Hongkong and he had finished his work he was going ashore. To do so he had to pass down the corridor of the first-class saloons. As he passed the other prisoner asked him to carry the bag and he did so. He had no knowledge of the arms till he was arrested.

Cross-examined he said he was going to tell the officer that he knew nothing of the matter when the other prisoner came in and the officer arrested him. After that he was afraid to speak because the officer's revolver was pointing at him. (Laughter.)

Both counsel addressed the Court at some length and after the Chief Justice had summed up the jury returned a verdict of "guilty" against both defendants.

The Chief Justice announced that he would sentence the prisoners on Monday morning.

In the report of the Royal Commission on Fire Brigades and Fire Prevention, issued last month, it is shown that the annual cost of fire defence and direct loss caused by fire in Great Britain has much increased in recent years, and may be estimated at present at about 225,000,000. The annual direct loss from fire is given as 21,000,000.



# HONGKONG RADIO SOCIETY. THE GOVERNMENT AND BROADCASTING.

An extraordinary general meeting of the Hongkong Radio Society was held at Volunteer Headquarters last evening for the purpose of electing a new President and Vice-President of the Society in place of Mr. J. H. Donathorne and Mr. R. Melville Smith. The meeting was presided over by Mr. A. B. Raworth, acting Chairman of the Committee, and there was a fair attendance of members present.

The Chairman in opening the meeting gave a brief resume of the work of the Committee to date. He said: At a general meeting of the Society held on May 17th the Hon. Mr. A. G. M. Fletcher

explained the attitude of the Government towards broadcasting. He stated that the Government did not intend to draw up any rules and regulations regarding broadcasting until the expert arrived from Home, but he also said that members who applied for licences to instal receiving sets would be given permission to do so, subject to any conditions which the Government thought fit to impose. Nothing definite was stated with regard to transmitting. On June 1st a letter was sent to the Government giving the Society's views regarding the granting of provisional licences, offering the names of three members to act as technical inspectors until the arrival of the Government expert, and asking for a provisional licence to broadcast. The Government replied to this letter on August 9th, saying that it desired to avail itself of the assistance of the Society, and asked whether the Society would be willing to undertake to make enquiries and advise the Government with regard to applications for permission to instal receiving sets. Pending further instructions from the Secretary of State for the Colonies, it was found to be impossible to arrive at a decision with regard to the issue of a broadcasting licence, but the Government would consider any suggestions put forward. This letter was unfortunately not replied to until September 12th because it was found extremely difficult to obtain the necessary quorum of six members of the Committee specified in Rule 7. At this time the total committee numbered only six, Mr. R. M. Smith having resigned. Messrs. Packe and Chesterton were therefore invited to join the Committee. The letter sent to the Government on September 12th stated that in the opinion of the Society, receiving licences should be granted forthwith to applicants on conditions similar to those obtaining in England. The Society also requested permission to have experiments in transmission carried out under its supervision. I should like to explain that Mr. Fletcher assisted us very materially, by giving us verbal permission to have transmitting done under the auspices of the Radio Society, provided that no interference was caused to the Government wireless stations.

As most of you are aware, the Hongkong Hotel Company has been broadcasting nightly at 8 o'clock for some weeks, and I am sure that you will all join us in paying a tribute to the Hotel Company for its energy and initiative in introducing practical broadcasting to the Colony. Most of us have learned a good deal from these experiments, and at the same time enjoyed a considerable amount of amusement, and on behalf of the Society, I have to thank the Hongkong Hotel Company for its co-operation in this demonstration to-night. I am glad to be able to tell you that we received a letter from the Government yesterday as follows:—

23rd October, 1923.  
SIR,—I am directed to acknowledge with thanks the receipt of your letter of the 12th September and to state that after further consideration it has been decided that for the present no objection will be taken to the setting up by private individuals of wireless telegraph receiving sets provided that due precautions are taken to prevent the emission from receiving apparatus of self-generated oscillations.

This Government has no objection in principle to the carrying out under your Committee's supervision of experiments in transmitting and is referring the matter to the Naval Authorities with regard to the conditions of wave length and time operation. It will, of course, be understood that the permission granted may be withdrawn at any time.—I am, Sir, Your obedient servant,  
(Sd.) A. G. M. FLETCHER,  
Colonial Secretary.

The Chairman continued: It is not necessary therefore for a private individual to apply for a licence to instal a receiving set, but the Committee of the Society hopes that members who are in any doubt about their sets, will submit them to the Committee for examination. Broadcasting is now established in Hongkong, and it will be up to the Radio Society to see that it is carried out in such a way that the Government shall have no reason to complain.

(Continued at foot of next column.)

# CORRESPONDENCE. WEIHAWEI SCHOOL.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I shall be much obliged if you will allow me space in your columns to announce that, owing to difficulties created by the impending rendition of Weihaiwei, we are forced to close this school at the end of the current year, and to add that I am prepared to receive in future a small group of small boys for the special purpose of preparation for entrance to schools in Britain, the "common entrance examination" of the public schools being the standard aimed at.

The closing down of a British school would seem an appropriate occasion for referring to the general question of British education in the Far East—a question that has been frequently discussed in local papers. Speaking generally, and judging entirely from the type of pupil who has found his way here during the past 23 years, one has no hesitation in asserting that the average boy being educated locally is at least a year behind his contemporary in England—particularly in mathematics. There are exceptions, of course, the reference is to the average pupil.

It is to be hoped that the day is not far distant when British communities in China will recognize that in this matter they have a certain collective responsibility—a responsibility, that in their own interests they cannot safely ignore.

The more urgent need is a decent school in decent surroundings for senior boys. That is to say, a school run on English public school lines, in a good climate, wholesome environment, remote from populous centres. Verbum sap.—I am, etc.,  
HERBERT L. BEET.  
October 18th, 1923.

# THREE CHINESE ASPHYXIATED. TWO SUCCUMB.

Three Chinese coolies, employed by Tung Tai, a contractor to the Government for cleaning sewers, were asphyxiated whilst cleaning sewers near the China Sugar Refinery, Causeway Bay, on Wednesday. The three men were taken out of a sewer in an unconscious condition, and removed to the Government Civil Hospital, where two of the three have since died.

We now have the Government's permission to transmit and to receive, and I believe that in a very short time, an attractive programme will be available every evening, with special band nights once or twice a week. The commercial application of broadcasting will follow automatically as soon as the ban against the importation of wireless apparatus into China is removed.

I now propose that we proceed to the election of a President and Vice-President who will hold office until the next annual general meeting, and I have much pleasure in proposing that Mr. C. D. Melbourne be elected President.

Mr. C. L. Packe seconded and the election of Mr. C. D. Melbourne was carried unanimously. On the motion of Mr. C. F. Taylor, seconded by Mr. R. A. Ezma, Mr. A. B. Raworth was elected Vice-President.

The meeting decided to leave the election of another member to the Committee in the hands of the Committee.

# FUTURE WORK.

With regard to the future work of the Society, the Chairman suggested that they should hold a meeting every month. At that meeting, he said, they could test out various sets and members could bring their sets to the meeting for examination. They could also carry out experiments and exchange experiences.

The Chairman's suggestion was not carried further, but on being asked "What has become of the Government man?" (meaning presumably the Government Wireless Expert who is expected from Home).

The Chairman: I don't know when he is coming.

The Member: He is coming, I presume!

A Committee Member: Oh, yes.

In reply to a question by a member, the Chairman said that a Morse-class for members could be formed immediately. They had sufficient members to commence, but he advised all members wishing to join the proposed class to hand in their names to the Secretary as early as possible.

At the conclusion of the meeting a demonstration of wireless telephony was given, the Hongkong Hotel Company very kindly brooking orchestral music from the Hotel premises. At the commencement of the demonstration one of the ships (probably in the harbour) kept interrupting and the audience was treated to spells of amplified Morse code message.

Later on the orchestra was heard to better advantage, the three musicians who were playing from a room in the hotel, being very clearly heard but the tones as received at Volunteer Headquarters were rather harsh and penetrating. In fact it was so loud at times as to spoil the effect.

# HONGKONG STEAMER PIRATED.

PASSENGER-PIRATES ON THE  
S.S. "SUN NING"

EUROPEAN OFFICERS WOUNDED.

The s.s. *Sun Ning*, a Chinese steamer, running between here and Hongmoon and belonging to the Shui Hing Company, No. 10, Bonham Strand, was attacked by pirates in close proximity to Hongkong on Tuesday night and looted.

The vessel, which is about 800 tons burthen, left Hongkong on Tuesday evening at 8.30 with 300 passengers on board, many of whom were Chinese returning home from America and therefore in possession of plenty of ready cash. At about 8.30 p.m. when the vessel was off Castle Peak about sixty of the passengers produced revolvers from all sorts of hiding places and commenced to attack the crew and passengers. A number of them rushed the bridge and the master (Captain John Campbell Mackenzie), who was asleep in his cabin on the bridge at the time, was shot at and wounded in the face and right shoulder just as he was leaving his cabin to investigate the cause of the disturbance. The Chief Officer, Mr. Spittlerobh, who was on the bridge at the time, was also wounded when the pirates rushed the bridge, bullets striking him in the groin, and in the face. Both officers, as well as an Indian guard who was also hit, were removed to the Government Civil Hospital directly the vessel arrived back in Hongkong.

The pirates carried out their plans well. Simultaneously with the rushing of the bridge and the holding up of the passengers in both the first class and steerage decks, the engine room staff were held up. A number of the engine room staff were compelled to work the engines. Captain Mackenzie was removed to the commodore's office where he was kept a prisoner with the commodore for the greater part of the night.

The pirates carried out their looting operations in a very leisurely manner, taking some fourteen hours to collect all their spoil. Passengers were subjected to a very thorough search, most of them having to pass through the hands of the pirates twice, and some three times. All their jewellery and money were stolen. In some cases it is said quite large sums of money were taken from American Chinese passengers who were in possession of large quantities of gold coins. The safes in the commodore's office were opened. The commodore being compelled under threats to surrender the keys. The safes contained between \$2,000 and \$3,000. The cargo was also looted. Altogether the pirates are said to have got away with money and jewellery taken from the passengers of a total value probably of not less than \$30,000, but according to the police report the exact amount is not yet known. Some of the passengers place the value of the loot at as high a figure as two to three lakhs. In addition, the pirates got away with the ship's armory consisting of six rifles, one shot gun, six revolvers, one pistol and fifty rounds of ammunition for each weapon. There were six Indian guards on the vessel at the time, but despite a good show of resistance these men were soon overpowered.

Under the direction of the pirates the ship was steered into Bias Bay where they caused the ship's lifeboats to be lowered. Into them they placed their loot and then ordered some of the crew to row them ashore. Directly the pirates were clear off the ship she was steered back to Hongkong where a report of the occurrence was made to the police on Wednesday evening.

The ringleader of the pirates is said to have been a man dressed in European-style clothes and wearing horn-rimmed spectacles.

# GRILLS NOT CLOSED.

WHERE THE PIRACY BEGAN.

We are in a position to state that some of the grills connecting the lower deck with the upper deck were not closed when the piracy commenced. In fact, according to a statement of one of the guards, he saw five men coming from the lower and go on to the top deck ten minutes after he went on duty at 8 p.m. and enter four cabins there which were occupied by Chinese. He asked them where they were going and the reply he got was that they were going into the first-class to see their friends. They disappeared into the cabin and a few minutes later they came out joined by the inmates of the cabins, walked towards him and seized him. This apparently was the signal for a general attack on the ship for they drew revolvers, disarmed the guard at the grill and commenced shooting at the other two guards on duty in the vicinity of the grill.

Another watchman whose post was just outside the grills on the port side, has stated that the grill on the companion way leading from the lower deck to the upper deck was only half-closed, whilst the grill on the top deck leading to the bridge was open. This watchman also saw the pirates coming from the lower deck to the upper deck where they were joined by men from the cabins there. After walking up and down the upper deck for about ten minutes they suddenly rushed at the guard at the grill. During the fray one of the watchmen says that he fired his revolver at the pirates and wounded one of them in the arm.

# THE CHIEF OFFICER LEFT FOR DEAD.

After the Chief Officer had been shot twice, he collapsed on the bridge and whilst lying there one of the pirates brutally hit him on the head with the butt-end of a revolver and left him for dead. During a brief spell of quietness Mr. Spittlerobh managed to crawl into his cabin where he lay on the floor perfectly still so as to give the impression that he was dead. The pirates visited his cabin several times during the night and on one occasion one of them pressed the cold muzzle of a revolver against his head but Mr. Spittlerobh kept his nerve and lay quite still. Mr. Spittlerobh's injuries are more serious than those inflicted on the Captain, but on arrival in Hongkong, despite his nasty wound in the groin he refused to be carried off the ship on a stretcher preferring to walk to the ambulance with the assistance of two men.

# THE SHIP SEARCHED.

Before leaving Hongkong the s.s. *Sun Ning* was thoroughly searched by police searchers and revenue officers, eight police searchers being employed to search the passengers and a number of revenue officers devoting their attention to the cargo. The search of the passengers was commenced at 3 p.m. and carried on until the vessel left at 8.30 p.m. Whether these arms were smuggled on board while the ship lay at her wharf between 2 a.m. and 3 p.m. when the search began and were so effectually hidden as to escape discovery by the searchers who can say? And is it not a simple matter for a sampan to come alongside and put arms on board any time if there is some collusion on the part of the crew?

# HOW TO REDUCE CRIME.

A MAGISTRATE'S VIEWS.

Mr. Melbourne, the second police magistrate, expressed the opinion at the Magistracy yesterday that if all Chinese followed the example of one who yesterday went to a lot of trouble to attend Court in order to prosecute a Chinese who had stolen a basket containing clothing, there would soon be no more crime in the Colony. Mr. Melbourne thanked the man for the trouble he had taken, and after hearing the evidence sentenced the defendant to one week's hard labour.

# SPORT.

# CRICKET.

K.C.C. 1st XI. v. I.R.C.

In this league match at Kowloon on Saturday at 2.15 p.m. the home team will be represented by J. P. Robinson (capt.), S. Jex, R. E. Lindsay, R. Peaton, R. Earnshaw, A. W. Ramsay, L. E. Lammert, W. Hyde, J. C. Fletcher, J. M. Cochrane and L. A. B. Duncan. The following will represent the Indian Recreation Club: 1st XI—A. A. Arculli (capt.), S. H. Ismail, A. H. Ramjahn, U. M. Omar, S. D. Ismail, O. Ismail, A. H. Madar, J. S. Curreen, F. M. el Arculli, S. A. Ismail and N. B. Kitchell.

I.R.C. 2nd XI. v. K.C.C. 2nd XI.

The following will represent the Indian Recreation Club in their second division league match against the Kowloon Cricket Club on the former's ground on Saturday at 2.15 p.m.:—D. Ramjahn (capt.), Sirdar Khan, E. A. Moodeen, A. H. M. Samy, O. Ramjahn, H. D. Ramjahn, M. P. Madar, J. Hassan, E. Moodeen, A. Kitchell and S. A. Hamid.

UNIVERSITY 2nd XI. v. R.E.

The following team has been selected to play for the University on their own ground against the R.E. at 2.15 p.m. on Saturday:—D. Laling, C. W. Linn, H. Y. Leong, H. Hunt, B. L. Toth, A. T. M. Barina, M. O. Kyum, V. F. Viceraj, B. W. Sudan, W. H. Sling and J. L. Youngsaye (capt.).

# FOOTBALL.

H.K.F.C. RES. v. R.G.A. RES.

The following will represent the Club Reserves in a 2nd division league match against the R.G.A. Reserves on Sookun-poo on Saturday (kick-off, 3 p.m.):—R. Hitchens (capt.), J. Gardner and H. T. Buxton; A. Ferguson, S. H. Garrod and A. F. Paul; T. A. Barclay, J. Roberts, E. W. Bailton, A. J. Douglas and V. Ramsay. Reserves: R. W. Williamson and V. Summers.

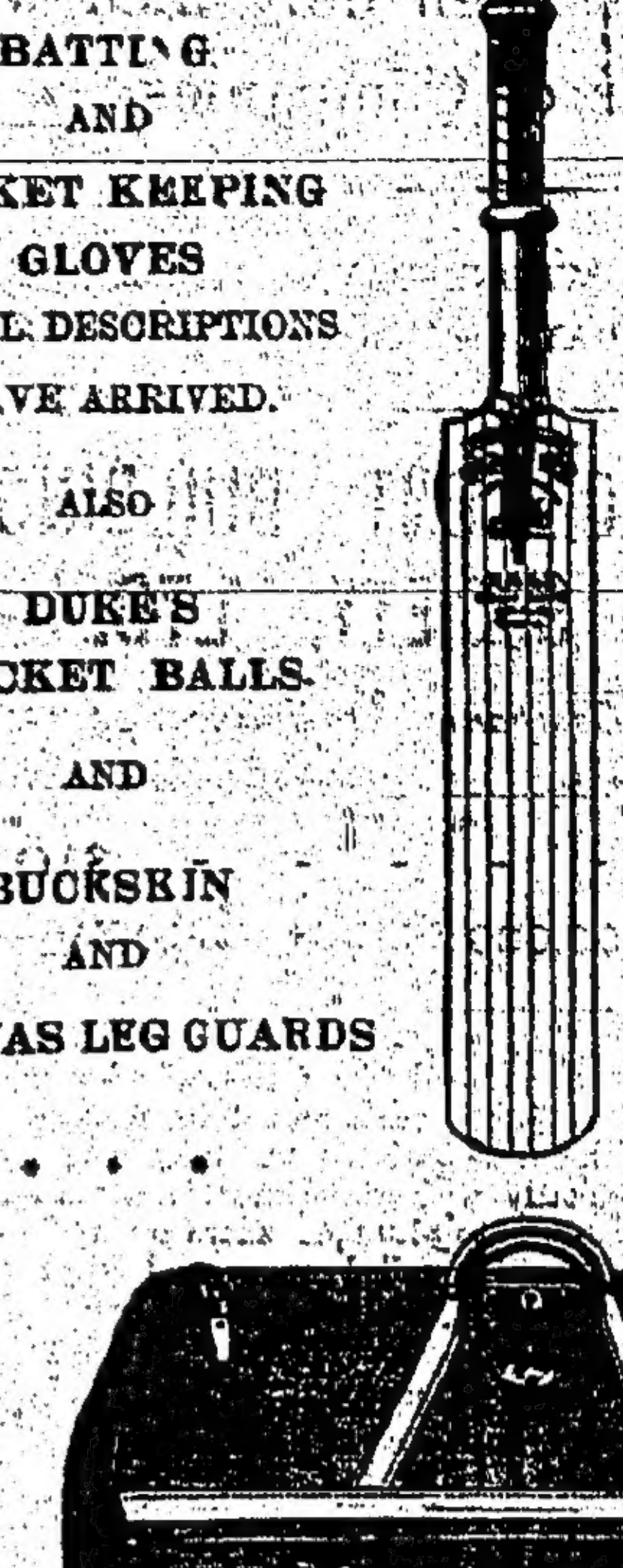
KOWLOON F.C. RES. v. H.M.S. "BLUEBELL."

The following have been selected to represent the Kowloon Football Club Reserves in their 2nd Division engagement v. H.M.S. *Bluebell*, on the Kowloon ground, kick-off at 3 p.m.:—Beach; Morton and Urquhart; Leonard, Randle and Wheeler; East, A. W. Brown, W. H. Brown, Taylor and Summers. Reserves: Young and Ross.

# NEW CRICKET GEAR

BATTING AND WICKET KEEPING GLOVES OF ALL DESCRIPTIONS HAVE ARRIVED. ALSO DURE'S CRICKET BALLS AND BUCKSKIN AND CANVAS LEG GUARDS.

"FORCE" XXXX & "AUTOGRAPH" BATS ARE DUE HERE ON THE 24th INST. PER S.S. "GLENAMOI". ALSO A FEW "IMPERIAL" DRIVERS.



CRICKET BAGS:

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WITH PATENT TONE-CONTROL LEAVES

CARRIES 8 TEN INCH RECORDS

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JUST ARRIVED FROM

PARIS

SMART EVENING GOWNS.

WINTER COATS AND GOLF COATS.







## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]THE RHINELAND UPHEAVAL  
MINES TO BE CLOSED DOWN.

BERLIN, October 24th.

Advices from Essen state that the mine owners have resolved to close all the Rhenish and Westphalian mines on October 29th, owing to the failure of the negotiations with the Occupation Authorities.

COLOGNE, October 24th.

Two persons were killed and six wounded in disorders following a meeting of unemployed. The police used firearms.

EARLIER CABLES.

## POSITION STILL OBSCURED.

LONDON, October 24th.

The position in the Rhineland is still confused, but the Separatists forces are evidently meeting with much opposition. There has been mild rioting at Aix-la-Chapelle, and at Muenchen Gladbach, with Nationalist counter attacks on the Separatists in public buildings. A number have been killed, and wounded.

A Brussels message says it is reported that Crefeld fell into the hands of the Separatists this afternoon. The police were disarmed.

A Paris message says French troops dispersed an anti-Separatist demonstration at Coblenz.

A Berlin message states that German reports from the Rhineland represent the attempt to establish a Republic as an entire failure, and assert that the Separatists have left or been forcibly evicted practically everywhere, only a few still sitting in the Wiesbaden and Coblenz town halls. The failure is attributed to popular opposition.

## A DESPERATE FIGHT.

COLOGNE, October 24th.

It is reported that 12 Separatists were killed and 50 wounded during a thirty-six hour siege of the Town Hall at Crefeld, where the police, barricaded behind barbed wire entanglements, made an energetic defence, only yielding after a portion of their forces had, it is alleged, deserted to the Separatists.

DUSSELDORF, October 24th.

The Separatists proclaimed the Republic in a number of towns to-day, including Ahrweiler, Soden, Diet, Badensheim and Rudesheim. The Commune of Gelsenheim has also adhered to the movement. A Mayence message says the position is easier at Aix Chapelle, whilst order has been restored at Muenchengladbach, the Separatists having left.

BERLIN, October 24th.

The resistance by the insurgents in Hamburg has been broken, though small bodies of "Reds" are still scattered in isolated parts of the town. The police lost eleven killed and 24 wounded.

FRANKFURT, October 24th.

A demonstration by five thousand workers resulted in a collision with the police, in which one workman was killed and several on both sides were wounded. Food riots are reported from Marienburg and Allenstein, where the shops have been pillaged.

LATEST CABLES.

## GIFT TO UNIVERSITY OF LONDON.

## TO PROVIDE BETTER KNOWLEDGE AND TREATMENT OF EAR DISEASES.

LONDON, October 24th.

The Senate of the University of London has accepted a gift of £19,000 for a Chair of Otolaryngology from Mr. Geoffrey Duveen, who intends to allocate a further £15,000 to the University College Hospital for the treatment of the deaf.

The double gift was made in memory of the donor's father, who was one of the founders of the famous art firm of Duveen Brothers.

LATEST CABLES.

BAVARIAN SEPARATISTS  
ACTIVE.REPRESENTATIVES OF GERMAN  
STATES CONSIDER BAVARIAN  
DISPUTE.

BERLIN, October 24th.

A meeting held at the residence of the Chancellor, which was attended by representatives from the different States of the Reich, unanimously adopted a statement supporting the standpoint of the Reich in the dispute with Bavaria, declaring that an immediate settlement was necessary and demanding—in order to avoid similar disputes in future—the immediate abolition of martial law in the different States. The meeting was of the opinion that negotiations should be opened for the readjustment of relations between individual States and the Central Government, in the direction of a larger measure of State independence.

RUSSIAN "REDS" THREATEN  
INTERVENTION.

HELSINKI, October 24th.

Advices from Moscow state that a conference of the Red Army, presided over by General Unschlicht, Commissar of General Staff, discussed the German situation.

Sklianski, Chairman of the Military Council, stated that the Political Bureau advocated the immediate employment of the Red Army to settle the German situation in favour of the Communists.

EARLIER CABLES.

PALATINATE DECLARED AUTON-  
OMOUS STATE.

BERLIN, October 24th.

Reports from various sources indicate that the Palatinate, which hitherto has been part of Bavaria, is being declared an autonomous German State. One version attributes this to the discontent of the population with the recent happenings at Munich; another says the French representative on the Inter-Allied Rhineland Commission announced the decision to members of the Palatinate Diet "in view of the dangerous situation of Bavaria," and the president replied that the Diet was not competent to deal with the matter.

OTHER NEWS.

BERLIN, October 24th.

It is reported from Spier that the proposal to make the Palatinate autonomous has been rejected by all the political parties of the Diet.

Food disorders continue in various parts of Germany. The police used their batons and swords at Elberfeld, where many shopwindows were broken. Trains were held up at Kiel. The revolt in Hamburg has been virtually suppressed.

LATEST CABLES.

WORLD'S LARGEST IRRIGA-  
TION SCHEME.WATER FOR EIGHT MILLION  
ACRES OF BOMBAY LAND.

BOMBAY, October 24th.

His Excellency Sir G. A. Lloyd (Governor of Bombay) initiated the world's greatest irrigation scheme by laying the foundation stone of Sakurk barrage, which is a mile long, spanning the Indus. A network of canals will provide irrigation for eight million acres in the Division of Sind, Bombay, costing £12,000,000.

MUSOLINI'S TRIUMPHAL  
TOUR.IN CELEBRATION OF "BLACK  
SHIRTS" MARCH ON ROME.

ROME, October 24th.

Signor Mussolini has started on a tour of the Northern Provinces in celebration of the anniversary of the Fascists' march on Rome. He was triumphantly received at Turin where he addressed 100,000 "Black Shirts" after a military tournament. He was loudly acclaimed.

According to the *Messaggero* six grenades exploded prematurely during the tournament, wounding one officer and five soldiers.

BRITISH CURRENCY  
INFLATION.ITS ADVOCACY STRONGLY  
CONDEMNED.

LONDON, October 24th.

Mr. Reginald McKenna, in an address to the Belfast Chamber of Commerce, showed that Britain's proportion of the world's export trade had risen from 14 per cent. in 1912 to 17 per cent. in 1922.

He expressed the opinion that full revival of trade was impossible with present world conditions. A considerable revival of British trade was possible by the abandonment of the official policy of deflation. He instanced the case of America, in the autumn of 1921 with five million unemployed whereas eighteen months later there was actually a shortage of labour, the improvement being due to the abandonment of the policy of credit restriction. Nevertheless Mr. McKenna did not advocate a policy of inflation, and pointed out that improvement in trade would necessitate more banking, credit and more currency; but this was not monetary inflation.

LATER.

Sir Arthur Balfour, presiding at the Association of British Chambers of Commerce in London and referring to the advocacy in certain quarters that Britain should adopt a policy of mild currency inflation as a cure for economic ills, declared that inflation was a malignant disease comparable to cancer, and was really another insidious form of a capital levy. Perhaps Britain had deflated too quickly, but inflation was not the cure.

Lord Kylant declared emphatically that the City of London was behind Sir Arthur Balfour in the warning against the appalling risks of inflation.

Sir Arthur Balfour congratulated France on her normal victory in the Ruhr, bringing home to the German people for the first time that they were fairly and squarely beaten.

The Association passed a resolution welcoming the Dominion delegates and hoping that their co-operation in finding a means to bind the Empire closer together would succeed.

THE REPARATIONS PROBLEM.  
ANOTHER GERMAN PROPOSAL.

PARIS, October 24th.

Germany has written to the Reparations Commission declaring herself ready in principle to resume reparations deliveries, but unable at present to finance same, requesting the Commission to undertake an enquiry into German resources and capacity, also to allow a German representative personally to explain the measures for revising the Budget and stabilising currency.

IMPERIAL CONFERENCE.  
THE STATUS OF INDIANS.

LONDON, October 24th.

The Imperial Conference to-day discussed the status of Indians in the Empire. Mr. Stanley Baldwin presided and long statements on the position were submitted by Lord Peel, Mr. Saprna and the Maharaj of Alwar. The debate was adjourned until next Monday.

## MYSTERIOUS S.O.S. MESSAGE.

LONDON, October 24th.

Mystery surrounds the earlier Newport News message of a S.O.S. from the *s.s. Westmoreland*, as the Federal Steam Navigation Company, the owners of the only steamer named *Westmoreland* in Lloyd's List, declare that the ship cannot be there in view of a wireless the captain has sent his wife reporting he is well and will be home on Saturday.

GOVERNOR WALTON  
SUSPENDED.

OKLAHOMA, October 24th.

The Senate has suspended Governor Walton, following the submission by the lower House of a Bill of Impeachment, which charged the executive with a corrupt agreement to divert State moneys from the purposes for which they were appropriated.

DUTCH CABINET THREATENS  
TO RESIGN.

THE HAGUE, October 23rd.

In the Second Chamber, the Premier announced that the Cabinet would resign if the Bill to construct a fleet for the maintenance of neutrality in the Dutch East Indies were rejected.

IRELAND AS A SEPARATE  
KINGDOM.IS THE EAST LINK BROKEN?  
ALLEGED FLAW IN THE  
CONSTITUTION.

MR. DARRELL FIDGIS' NEW THEORY.

In the following article published in the *Daily Mail* Mr. Darrell Figgis, who was the chairman of the Constitution Committee of the Irish Free State and who is the leading authority on the Constitution, raises the important question of whether there is a right of appeal to the Privy Council from the Irish Free State Courts.

He maintains that the Free State Constitution has made considerable changes in the Commonwealth Constitution, and he contends that by faulty historical reasoning which confuses the Dominion Constitution with that of the Free State there is no right of appeal to the Privy Council from the Irish Free State Courts.

In other words, that the last link that bound Ireland to the United Kingdom is broken.

[BY DARRELL FIDGIS.]

Some weeks ago certain Irish cases were carried on appeal to the Judicial Committee of the Privy Council, as, until the prescription of the Free State Constitution, it had been the practice since the Union of Legislatures to carry them to the upper house of that united Legislature—the House of Lords. They were so carried under Article 66 of the Free State Constitution, which seems, on its face, quite clearly to provide for such an appeal, as it is phrased, to the Privy Council. But some of us were watching these appeals. For it now appears that the right of such appeal is not conferred by Article 66, and is nowhere conferred outside the Article—that, in fact, no such right exists, the provision apparently made by Article 66 being invalid through a curious error in historical reasoning.

It happened that on this occasion the matter was not put to the test. For the right to appeal in these cases was disallowed on other grounds. Lord Haldane observed, very justly, that such appeals out of the country of first instance should be exercised sparingly, and only on matters of general principle. The appeals were therefore thrown out; and the question whether such a right exists at all under Article 66 was not argued.

I do not, of course, know whether it was the intention to raise the argument. I do not see how it could well have been avoided, for the difficulty is inherent in the phrasing of the Article. And as this matter of the "Privy Council Appeal" is one of the most vexed questions in the Commonwealth, of which the Free State is a co-equal member, it is worth setting out simply.

WHAT ARTICLE 66 SAYS.

First of all let us look at that Article, in order to note how it came into existence as it now stands. I am revealing no matter of confidence in writing of this, for the hubbub that was raised when the late Arthur Griffith took the draft Constitution to Downing Street these revelations were then made very freely in the London Press.

It was stated in several journals, on obviously inspired authority, that the draft made no provision for the right of appeal to the Privy Council, and that this was among several matters where an addition or revision was required. Since this statement was made, not by me, I can refer to it in pointing to the wording of the Article, which now reads thus:—

The Supreme Court of the Irish Free State shall, with such exceptions (not including cases which involve questions as to the validity of any law) and subject to such regulations as may be prescribed by law, have appellate jurisdiction from all decisions of the High Court. The decision of the Supreme Court shall in all cases be final and conclusive, and shall not be reviewed or capable of being reviewed by any other Court, Tribunal, or Authority whatsoever.

Provided that nothing in this Constitution shall impair the right of any person to petition his Majesty for special leave to appeal from the Supreme Court to his Majesty in Council or the right of his Majesty to grant such leave.

Manifestly, each of the two paragraphs of this Article appear contradictory to the other. The first supposes the conclusion of the debate that the second reopens. It is on the second that the right of appeal to the Privy Council is supposed to rest. But does it rest there? This is the question.

LORD HALDANE'S OPINION.

Viscount Haldane is certainly of opinion that it does. He stated:—

In Ireland, under the Constitution Act, by Section 60, the prerogative of the Sovereign was saved, and the prerogative, therefore, existed in Ireland just as it did in Canada, South Africa, India, and right through the Empire, with the single exception of Australia, and in that case it had reference only to Constitutional disputes.

These words (especially from so high an authority) are a very remarkable instance of the faulty historical reasoning to which I have referred. For they suppose that the case of Ireland in this matter is similar to, if not identical with, that of the Colonies of England—that have now risen to the strength and dignity of nations, whereas the two cases are separated by a wide difference.

of the Constitution, then this second paragraph rests on a false foundation and is emptied of all meaning and validity.

ANALOGY OF DOMINIONS.

The case may be put this way. An appellant coming into a court is presumably required to state on what statute he rests his right to be there. If he can produce neither statute nor accepted practice he has no standing in that court. He is an adventurer merely. Now an appellant cannot (with all respect to, and in spite of, Lord Haldane) produce Article 66 as conferring a right of appeal before the Privy Council. For that article confers nothing. It simply protects. It says that nothing shall impair a right that already exists. An appellant must therefore produce the earlier existence, whether by statute or by practice of that right.

What will be produced? An examination will show that, owing to the special circumstances of Ireland's history, no such earlier right existed; and that those who drafted this second paragraph were led astray by the false analogy of the Dominions.

Very few, even among leading authorities, have, I think, realised the deep change wrought in the Constitution of the Commonwealth by the addition of Ireland as a co-equal member. I am not referring now to ancient claims and origins from old ancestral days of the Gaelic State. I am thinking of the acceptance of strictly English legal tradition.

For the arguable precedents that govern the case of Ireland are entirely different from those that govern the Dominions. The difference is precisely exhibited in this very case of the appellate jurisdiction of the Privy Council.

All the Dominions that are now nations were once Colonies, and as such were established under the kindly prerogative. They were what Blackstone called one of the "special flowers of the prerogative." For that reason they could not appeal to the House of Lords but only to the King in Council.

"KING OF IRELAND."

It was the King who granted their charters of rights and duties; it was he who exercised original jurisdiction in cases as between one Colony and another; and he who exercised appellate jurisdiction from their courts in other matters.

The case of Ireland, however, stands on quite a different foundation in the ambit of the same law. Henry VIII, his heirs and successors were "taken to be Kings of this land of Ireland," as the original statute read, and were to "enjoy the said style, title, majesty, and honours of King of Ireland."

Therefore there was a separate Irish Privy Council the place of which has under the Free State Constitution been taken by the Executive Council of the State. When the Union of Legislatures was effected in 1800 this did not affect the separate dignity of Ireland in this matter; for Ireland continued to have her separate Privy Council.

Until the establishment of the Free State, therefore, Irish appeals were not carried, as in the case of the Colonies and Dominions, to the Privy Council, but to the House of Lords. She was not one of the "special flowers of the prerogative." Hers was the dignity of legislative right, which the merging of legislative did not change.

In other words, Ireland held the same rank as did England herself. There is no appeal to the Privy Council in England, and there never has been any in Ireland. In spite of Viscount Haldane, Ireland stands with England in this matter, not with the Dominions at all.

This is apparent in all writers on the subject, early and late. Thus the eminent jurist Blackstone wrote in the middle of the 18th century:—"From all the Dominions of the Crown, excepting England and Ireland, an appellate jurisdiction (in the last resort) is vested in the same tribunal," the Privy Council.

In our own day Maitland has said the same thing. "The Judicial Committee of the Privy Council," he wrote, "is the Supreme Court of Appeal for all the King's lands outside the United Kingdom." And again: "The Privy Council remained the Supreme Court of Appeal for all the King's lands beyond the seas."

The King's lands beyond the seas were the Isle of Man, the Channel Islands, a few struggling colonies.

The distinction present to the minds of these two leading authorities is sound English law rooted in historical origins. That it should have been forgotten by later draftsmen and spokesmen does not impair its validity. Clearly no right of appeal to the Privy Council from Ireland existed prior to Article 66 of the Free State Constitution, for the conditions of the case precluded the existence of such a right.

But since that Article does not create such a right, but merely protects a right that is presumed to exist already, and since no such right ever did exist to be protected, then it seems to follow that no right of appeal exists now, in spite of the Article.

Or, to put it the other way: An appellant before the Privy Council cannot claim Article 66 as giving him a right to be there. He must, by the very terms of the Article, produce an earlier authority. But there is no earlier authority. What right, then, has he to be there at all?

(Continued at foot of next column.)

FAR EASTERN CABLE  
NEWS.

[THROUGH REUTER'S AGENCY.]

NEW CHAIRMAN OF SHANGHAI  
COUNCIL.

SHANGHAI, October 24th.

The American lawyer, Mr. Stirling Fessenden, has been elected Chairman of the Municipal Council in succession to Mr. H. G. Stimms, who is leaving for home.

[FROM THE "DAILY BULLETIN."]
DISTURBANCE AT ANCHING.

PEKING, October 24th.

The Civil Governor of Anhui has reported to the Government that, on the 21st inst., a crowd of students paraded the streets of Anching, and added the residences of the Peking members of Parliament, Chang Peh-fang, and Ho Wen-damang much of the furniture. The Governor added that the police intervened, but that they were attacked and wounded.

ANTI-JAPANESE MOVEMENT.  
ALMOST SUBSIDED IN YANGTZE  
VALLEY.

PEKING, October 24th.

According to the latest official reports the anti-Japanese movement in the Yangtze Valley has almost subsided, except at Hankow and Ichang, though another incident is reported from Shensi, where, on the 20th inst., the head of the local society to assist the Chinese Government in foreign relations, accompanied by some hundred Chinese, visited the Chinese merchants, and complained that the latter had recently imported 1,200 bags of sea-weed and dried fish on board a Japanese steamer, demanded that such be burned or returned, and gave notice of the infliction of a fine of 10,000 upon the merchants concerned.

## "EPILEPTIC AUTOMATISM."

## MURDERER GUILTY BUT INSANE.

The story of the Leyton tragedy was told at the Old Bailey last month when Herbert John Fryatt, aged 20, a piano key-maker, was indicted before Mr. Justice Swift for the murder of his wife, Phoebe Irene Fryatt.

Mr. H. D. Roome, who prosecuted, said the young couple were married in May last, and they lived at the prisoner's father's house, 18, Sidmouth-road, Leyton. They seemed to have been on happy terms. Mr. Fuller, opening the defence, said his case would be that it was not Herbert John Fryatt who murdered his wife, but an evil spirit, which was upon him at the time. He suffered from epilepsy, and in older days a person suffering from this disease was said to be "possessed of the devil." Counsel suggested that this was both a graphic and accurate description of epilepsy.

Cries in the witness-box broke into tears as he said he loved his wife truly.

Mr. Justice Swift: Try not to distress yourself. You have nothing to worry about. Tell your story as simply and as plainly as you can.

Fryatt said he went into the house with his wife to read, and they were perfectly happy together until he felt himself trembling all over. He then lost consciousness. On waking he found his wife dead. He wondered at first what had happened, and knowing of his fit he realised that he had killed her. He at once got the spirits of salts which his wife used for cleaning, and drank some. Witness added that he had had fits at Stratford Fair, at the Cup Final at Wembley, and while playing football.

Evidence in support of this was called. Dr. William Woodcock East, senior medical officer of Brixton Prison, and the prisoner described night-terrors to him, and it was obvious that they had not pressed him very much. He was of opinion that when the prisoner committed the offence he was in a state of epileptic automatism. He did not think that the prisoner knew the value and quality of his act, or that he was doing wrong.

Mr. Justice Swift: In your opinion he was insane at the time in the eyes of the law?—Quite, my lord.

The jury, without leaving the box, found the prisoner guilty, but insane, and was ordered to return a special verdict, namely: "until his Majesty's pleasure be known."

The second of these referred to the decisions of the joint Exchequer Board, which also failed to come into operation consequent upon the failure of the Act itself.

Indeed, the very limitation, clearly stated in Section 23 of this Act, of the matters in respect of which an appeal might be carried to the Judicial Committee of the Privy Council, instead of weakening, rather strengthening, all I have said. For it means that if the word "impaired" refers back to the Government of Ireland Act 1890, it refers only to the two matters allowed for appeal in that Act, and neither of these two matters can ever come into issue, since the domain of that Act has been superseded in these very matters.

The case therefore falls back on the larger argument. That larger argument is, that those who drafted the second paragraph of Article 66 of the Free State Constitution imagined a right to exist that in fact never did exist. Their drafting protected an insubstantial nothing which, being an insubstantial nothing before, remains an insubstantial nothing still.

DARRELL FIDGIS.



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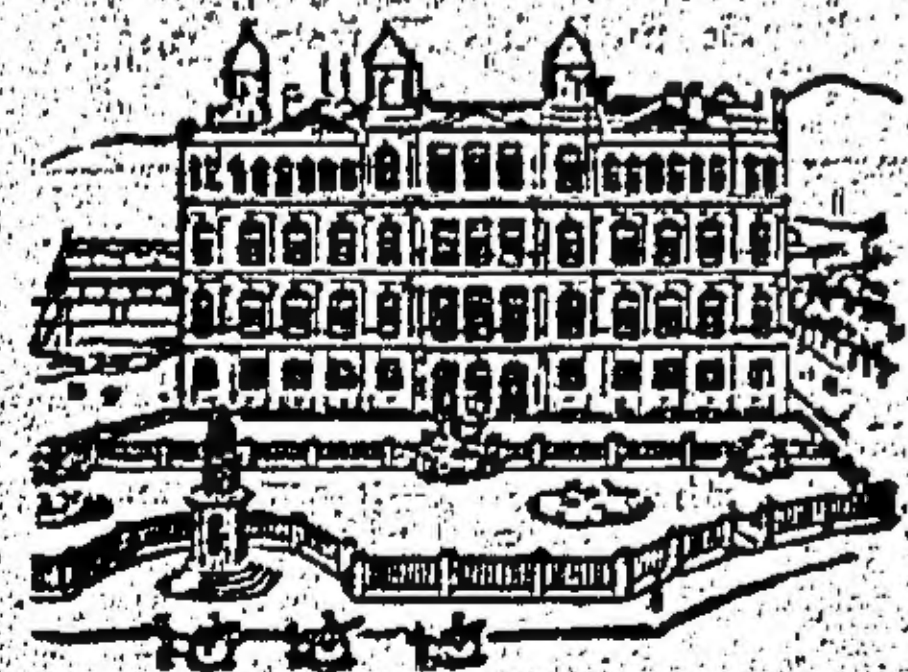
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## MENTALITY OF THE CHILD.

### INFLUENCE OF PHYSIQUE.

Dr. Cyril Burt, in his presidential address to the Psychology Section of the British Association at Liverpool on Sept. 14th, took for his subject "The Mental Differences between Individuals." One of his most interesting arguments was that just as some men are too dull for their jobs so others are too clever.

For nearly every type of employment, he said, there existed a certain minimum of intelligence below which a man was pretty sure to fail. For many, if not most, there was also, in all probability, an optimal upper limit. Hence, in the interests of the employer and of the employment, as well as of the employee and the general community, it was a blunder always to pick the brightest candidate who applied for a given job. The worst misfits arose, not from forcing round pegs into square holes, but from placing large pegs in little holes and small pegs in holes too big for them to fill.

Dr. Burt dealt with the tendency in the newer schools of psychology to trace mental derangements, particularly in their milder forms, almost exclusively to physical origins. Those who, dead daily with young children, he submitted, where the causal factors could be more readily unravelled, found it impossible to overlook the co-operation of such purely physical conditions as rheumatism, chronic arthritis, nasal obstruction, innumerable forms of minor lesions of the brain, or the absorption of toxins from internal foci or superficial sores. The study of juvenile delinquency showed in most unexpected directions the influence of physique upon character. Anything that weakened physical health tended to weaken self-control. Anything that conduced to physical irritation tended to set up a mood of mental irritability. A holiday in the country was sometimes the best cure for crime. With the intellectually subnormal the efficacy of simple physical remedies was quite striking as with those who were subnormal in character or temperament. The provision of spectacles, the extraction of teeth, the extirpation of tonsils and adenoid growths, measures in themselves comparatively trifling, had often converted an alleged mental defective into a normal or nearly normal child.

Of all the physical influences studied in recent years the most striking was that of the thyroid glands. Should we some day, he asked, when bio-chemistry was sufficiently advanced, be able to analyse the minute components of lymph and blood, and diagnose from the chemical constitution of small samples whether a man is oversexed, or easily fatigued, timorous, excitable, or blessed with high vitality? A man was something more than a carcass loosely coupled with a ghost. Material and spiritual were reciprocally involved and the two together were to be treated as inseparable aspects of one highly complex whole. Thus, in both physical and mental working, the restless, unreliable, "carnivorous" type might be likened to a high-compression engine, capable of short but forcible output of energy, yet unsuited for long and steady running. The plodding, "sedentary," "herbaceous" type might in turn be likened to a low-compression engine, with a lower maximum efficiency, but a more continuous level of sustained activity.

It was the duty of the community, Dr. Burt contended, to ascertain what was the mental level of each individual child, to give him the education most appropriate to his level, and to guide him into the career for which his measure of intelligence marked him out. The educational part of this programme was already in execution. For the lowest section, the mentally deficient, we had begun to provide special schools and residential homes, and, thanks to the advance of individual psychology, the means of diagnosis were now exact and just. There was a similar but newer movement towards the institution of special schools for the dull and backward. It was from this larger horde of moderate dullards that the bulk of our inefficient adults—criminals, paupers, mendicants, and the great army of the unemployable—were ultimately derived. It would not do, however, to confine official assistance solely to the inferior groups. The supernormal should also enjoy a special measure of care and treatment. Much was done for them by awarding free places at central and secondary schools, but both the method of detecting them and the opportunities for educating them still admitted of much improvement.

## INVENTIONS NEEDED.

London Opinion says:—

The Institute of Patents has opened up "What's Wanted" book and Sir William Bull has got the ball rolling by suggesting a few long-felt wants such as "unshrinkable flannel," "glass that will bend," and similar boons. Below are further "wants," which the Institute may (or may not) include in its list:—

- 1.—An efficient "silencer" for babies.
- 2.—A golf ball that will shout "Help" when lost.
- 3.—A "noiseless" soap for the use of the New Rich (and Japanese?).
- 4.—A really convincing alternative to the usual crude "Detained at the office" telegram.
- 5.—Elastic Tube carriages, buses and trams.
- 6.—Miniature furniture that will fold up against the ceiling when a button is pressed in the parlours of the Government's nonpayroll houses.
- 7.—Burglar-alarms for married men's trouser pockets.

## GIRL'S 12-MILES SWIM.

Miss Iris Martin, the 14-year-old daughter of Mr. F. A. Martin, a Dover publican, swam recently from the Admiralty pier, Dover, to Deal pier in 3hr. 30min., covering a distance of nearly 12 miles. It is said to be a record swim for one so young. Miss Martin's chief nourishment was two or three chocolate sandwiches and occasional lumps of sugar. She finished without showing any sign of fatigue. A large crowd on the pier and beach at Deal cheered her for her performance.

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MONDAY, OCTOBER 20TH,  
9.15 PM.

## JASCHA HEIFETZ.

BOOKING AT MOUTRIE'S.

### SAYINGS OF A WEEK

The British Empire stands for freedom and liberty, and definitely turns its thoughts away from domination. —General Smuts.

It is a very noble thing to be an idealist, but it is, on the whole, more useful to be a realist. —Lord Birkenhead.

Murder on a small scale cannot be cancelled by murder on a large scale. —Mr. Clynes.

More than half the population of this country are dyspeptics. —Mr. W. G. Kerzlaw.

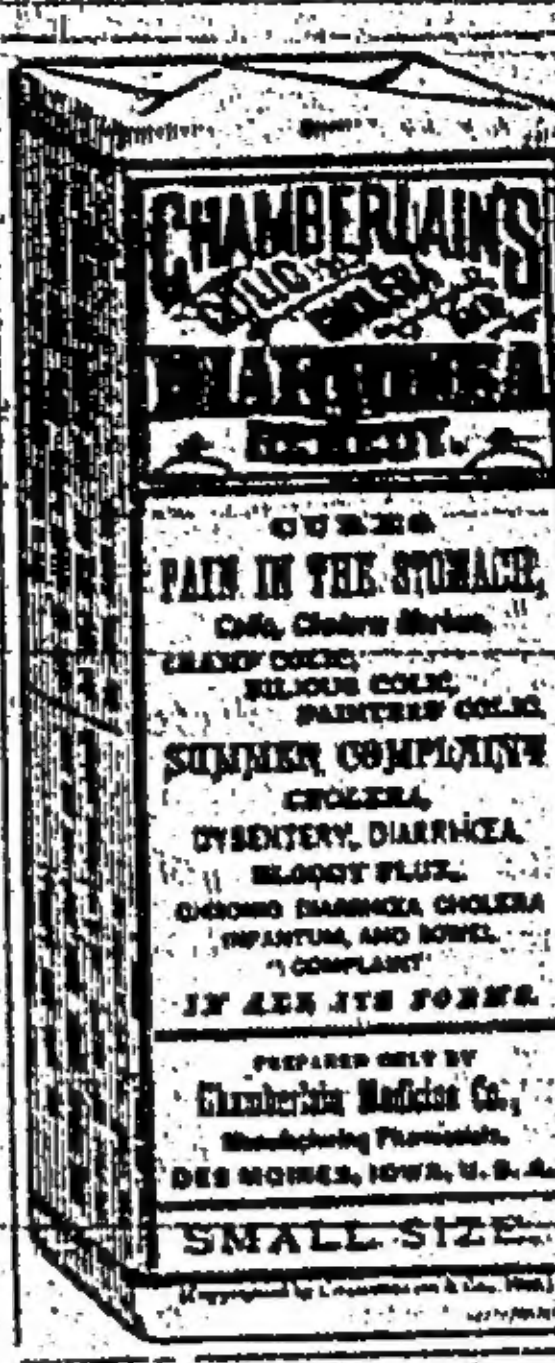
I am optimistic about the future of the relations between Science and Religion. —Mr. Julian Huxley.

History, it is true, never really repeats itself, but it always resembles itself. —Doris Inge.

The devil has an uncommon way of getting round the best-intentioned legislation. —The Archbishop of York.

It takes a great deal of reality to make a myth. —Mr. G. K. Chesterton.

It is a rotten job being a king. —The King of Greece.



## Chamberlain's Colic and Diarrhoea Remedy

Cures

Pains in the Stomach,  
Diarrhoea, Dysentery,  
Colic and Bowel Complaint

Sold Everywhere

**DO NOT WAIT**

until your good health is impaired, but take steps to keep it up to the mark. Remember that ailments apparently trifling may very soon develop into serious illness. Do not hesitate to take

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on the first appearance of any distressing symptoms. They will do more to establish and maintain your general health than any other means you can employ. For a

**SLUGGISH LIVER, SICK HEADACHE, INDIGESTION, CONSTIPATION, LOSS OF APPETITE,**

and the depressing nervous conditions that arise from these troubles, there is no more reliable remedy than Beecham's Pills.

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Y. 8-10 in country districts.

IN JAPAN PROPER		
Chosen (Nikko) — Lake Hotel	Kyoto — Kyoto Hotel	Nagoya — Nagoya Hotel
Kamakura — Kamakura Hotel	Miyako Hotel	Nara — Nara Hotel
Kanbun — Kanbun Hotel	Matsumoto — Matsumoto Hotel	Nikko — Nikko Hotel
Kanbun — Kanbun Hotel	Miyajima — Miyajima Hotel	Kanbun — Kanbun Hotel
Kobe — Kobe Hotel	Miyajima — Miyajima Hotel	Nikko — Nikko Hotel
Oriental Hotel	Nagasaki — Nagasaki Hotel	Osaka — Osaka Hotel
Tokyo Hotel	Shimonoseki — Shimonoseki Hotel	San-ye Hotel

### IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSEN		IN MANCHURIA	
Fusan — Fusan Station Hotel	Changchun — Changchun Hotel	Hoten (Mukden) — Hoten Hotel	
Kaesong (Seoul) — Kaesong Hotel	Dairen — Dairen Hotel	Yamato Hotel	
Shanghai — Shanghai Station Hotel	Hoshigawa — Hoshigawa Hotel	Yokohama — Yokohama Hotel	

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Length on Blocks 750 Feet.  
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Sill (H.W.O.S.T.) 24 ft. 6 ins.  
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to 3,000 Tons Displacement.  
Electric Crane at Sea Wall, Capable of  
Lifting 100 Tons at 70 Feet Radius.

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TJIKEMBANG	JAVA	In port	28th Oct.	SHANGHAI
OMBILIN	JAVANORTH COAST	1st Nov.	8th Nov.	BATAVIA
TJIKARANG	JAPAN	12th Nov.	14th Nov.	MAKASSAR & SOERABAYA
TJIKINI	JAPAN	12th Nov.	14th Nov.	BATAVIA
TJIBUDAS	AMOT	14th Nov.	17th Nov.	BATAVIA

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Arrivals from Europe.

S.S. "ZOSMA" ... 20th Nov.  
S.S. "OLDEKERK" ... 18th Dec.

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
"OLDEKERK"	Rotterdam, Amsterdam, Hamburg & Bremen	11th Nov.
"ZOSMA"	Amsterdam, Rotterdam, Hamburg & Bremen	24th Nov.
"ZOSMA"	Rotterdam, Amsterdam, Hamburg & Bremen	20th Dec.

For full particulars, please apply to—  
**JAVA-CHINA-JAPAN LIJN.**  
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**THE EAST ASIATIC CO., LTD.,**  
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The M/S. "CHILE"

will be loading for MARSEILLES, ROTTERDAM, AMSTERDAM,  
HAMBURG optional LONDON, COPENHAGEN and  
other SCANDINAVIAN PORTS.

About 5th November, 1923.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Afrika"	...	15th December, 1923
M/S. "Malaya"	6th December	5th January, 1924
M/S. "Annam"	8th December	15th January, "
M/S. "Asia"	5th January	10th February, "
M/S. "Java"	4th February	9th March, "
M/S. "Chile"	8th March	10th April, "

Subject to change without notice.

For further particulars please apply to:—

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# BRITISH NATIONS HEALTH

SPREAD OF CANCER

A WORLD-WIDE INCREASE

While in recent years great gains have been made in the health of the nation and the rate of mortality has declined, there remain certain sections of the death-rate, both as regards age and cause, which are exceptionally high. Further, a serious amount of preventable sickness and avoidable disablement exists, the tendency of which must inevitably be to undermine the physical stamina of the people, reducing their capacity and shortening their days. In brief, there is much physical impairment which is preventable.

Sir George Newman, Chief Medical Officer of the Health Ministry, thus sums up the main results disclosed in his annual survey of the State of public health. Among the adverse features which he specially notes are the continued increase of cancer and the relatively heavy mortality—much of which is preventable—from tuberculosis, and diseases of the heart, respiratory organs, and nervous system.

Special attention is being devoted by the Ministry to the problem of cancer, and a Departmental Committee is now inquiring into its incidence, causation, prevalence, and treatment. Sir George Newman describes the recorded increase in the death-rate from the disease as disturbing. Official figures show that that rate is more than seven times what it was in 1838.

Between 1851 and 1921 the recorded mortality from cancer has increased at all ages and very rapidly in the older age groups. In the case of males the mortality in the decennium 1911-20 in the 45-55 age group was more than four times what it was in the decennium 1851-1860 for the same age group. In the age group 55-65 it was nearly five times as much; in the age group 65-75 it was five and a half times as great; and in the group 75 and upwards almost six times. In the case of females for the same age groups the increases are not so marked, the proportions being approximately 2, 2, 3, and 4. In the latest available year, 1921, the rates are still higher.

Contrasting broadly the features of the mortality from cancer in the two sexes, two conclusions are clear. The first is that local predisposition, whether in itself or combined with local stimulation, is an element of the first importance in the etiology of malignant disease. The second is that the action of some general outstanding economic or social factor common to both sexes, such, for example, as the ingredients of a national diet, though apparently involved, must be very indirectly and its final resultant profoundly modified by local organic peculiarities.

It has been argued that the recorded increase of cancer mortality, owing to improved methods of diagnosis and other factors, is more apparent than real. Unfortunately, the extensive data available in England and Wales do not support this view, but confirm the popular impression that the recorded increase of mortality is not a statistical fiction, but an established fact. Similar testimony is forthcoming from other countries, and the broad fact to be gleaned from the international statistics is clearly that the recorded mortality from cancer is increasing throughout the world.

Of the six principal "killing" diseases—respiratory disease, diseases of the heart and circulation, diseases of the nervous system, cancer, tuberculosis (all forms), and diseases of the alimentary canal—cancer is the only one that is definitely and uniformly increasing. Tuberculosis is declining steadily.

PROBLEM OF CAUSATION.

Discussing the prospects of a successful solution of the cancer problem, Sir George Newman states:

Statistical and epidemiological methods of inquiry, although doubtless powerless to reveal either the cause or the cure of malignant disease, have not yet been sufficiently used as instruments of etiological research. Perhaps one reason for this is that in the statistical examinations which have been made the attempts to treat the cancer problem as a whole have been too ambitious. What is necessary is a patient and minute analysis of certain special phenomena. In the laboratory, precise knowledge of the cytological phenomena of malignant disease in animals is being extended, and experimental results of the highest importance have already been achieved during the last quarter of a century. The new knowledge of nutrition has suggested various possible lines of inquiry and the integration of this laboratory knowledge with the facts of human experience, and with inquiries suggested by experimental work, is full of promise.

But victory, long foretold and hoped for, will not happen by chance or neglect. There must be continued and persistent investigation; a much closer observation and differentiation of the cancer which exists, in respect of age, sex, race, site in the body, and the true effect of operation or other forms of treatment; improved methods of treatment must be minutely studied and followed up; and such preventive steps as seem to be practicable must be tried.

One cardinal factor is now generally accepted as playing a predominant part in the causation of cancer, namely, the chronic or prolonged "irritation," in the widest interpretation of the term, of epithelial cells in different parts of the body, which results in their proliferation and thus the formation of malignant tumours. Such "irritation" may arise from chemical agents (e.g., coal tar, paraffin, soot, arsenic), physical agents (e.g., heat, repeated injury), infective agents (e.g., bacteria, protozoa, nematodes, and other parasites). The number of possible causes of irritation is so great, those quoted being merely examples, that it may be supposed that few individuals reach the "cancer age" (say, after 40 years) without being subjected to one or other of them. Yet happily seven out of eight persons escape. Some other factor must therefore be in operation which pre-

(Continued on next column.)

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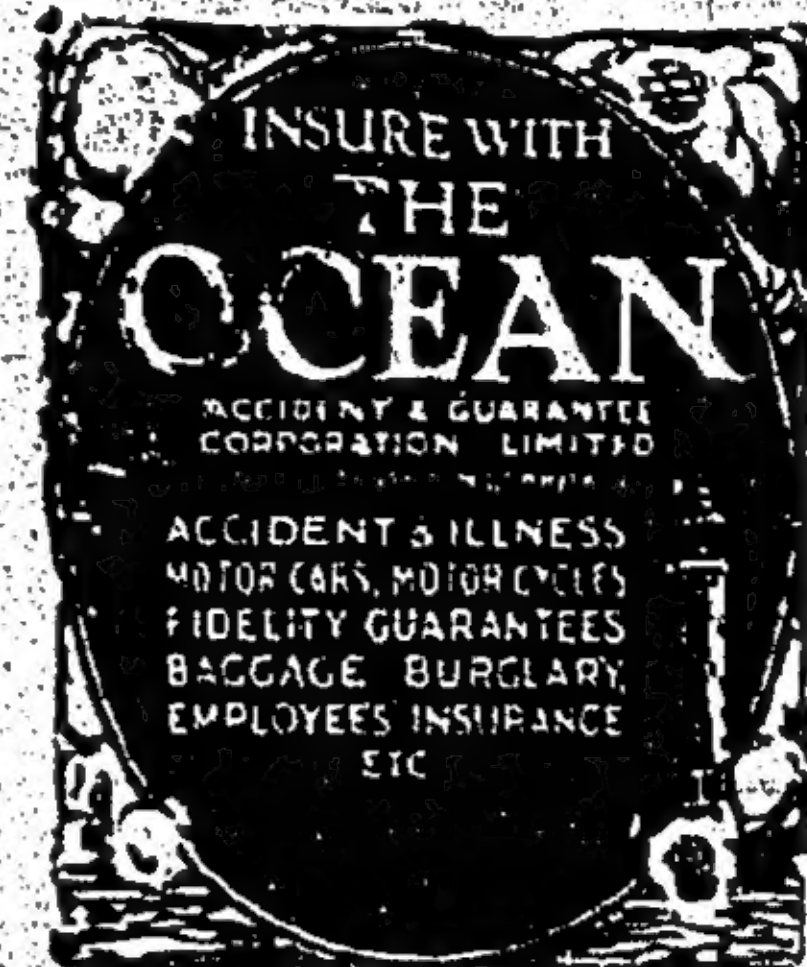
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vents the condition being even more common than it is. This other factor is presumably one of a general nature appertaining to the relative resistance or susceptibility of the organism to the onset of the malignant process, a factor the importance of which has been confirmed by animal research.

In his general review of the work of the National Health services, Sir George Newman is able to point to substantial results in various directions, and notably in the growing success of the campaign against tuberculosis. "The facts," he says, "show that the conquest of tubercle is taking place before our eyes."

# INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILING	SUBJECT TO ALTERATION	
MANILA	"KINGSANG"	Friday, 26th Oct., 3 p.m.
SHANGHAI	"CHONGSHING"	Saturday, 27th Oct., Noon
SHANGHAI via SWATOW	"TAISANG"	Sunday, 28th Oct., D.L.
HAIPHONG via HOIKOW	"LOKSANG"	Sunday, 28th Oct., 10 a.m.
BANGKOK via SWATOW	"KWONGSANG"	Sunday, 28th Oct., 10 a.m.
ANTUNG via SWATOW	"WAISHING"	Wednesday, 31st Oct., D.L.
SHANGHAI & TSINGTAU	"KUTSANG"	Wednesday, 31st Oct., D.L.
KORE via AMOY & SHANGHAI	"CHUNBANG"	Thursday, 1st Nov., 9 a.m.
BANGKOK via HOIKOW	"MAUBANG"	Thursday, 1st Nov., 3 p.m.
SANDAKAN	"YUSANG"	Friday, 2nd Nov., D.L.
SHANGHAI via NINGPO	"FOOKSANG"	Saturday, 3rd Nov., 3 p.m.
STRAITS & CALCUTTA	"YATSHING"	Wednesday, 7th Nov., D.L.
TSINGTAU via SWATOW	"NAMSANG"	Monday, 19th Nov., 3 p.m.
STRAITS & CALCUTTA		

Calcutta Line—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta via Swatow, and from Hongkong to Japan, occasionally sailing at Shanghai.

All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through stations can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong via Indochina ports.

SOREBO LINE—Fortnightly sailings to and from Sandakan by two 4,000 ton steamers, "KINGSANG" and "MAUBANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labud Data.

TSINGTAU LINE—A regular service is run from March to November between Hongkong and Tsingtao, calling at Weltau and Chiao.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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Vessel	Due Hongkong	Vessel	Leave Hongkong	Discharge
"GLENGARRY"	1st Nov.	"GLENGARRY"	1st Nov.	5th Nov.
"GLENGARRY"	15th Nov.	"GLENGARRY"	15th Nov.	19th Nov.
"GLENGARRY"	29th Nov.	"GLENGARRY"	29th Nov.	3rd Dec.
"GLENGARRY"	13th Dec.	"GLENGARRY"	13th Dec.	17th Dec.

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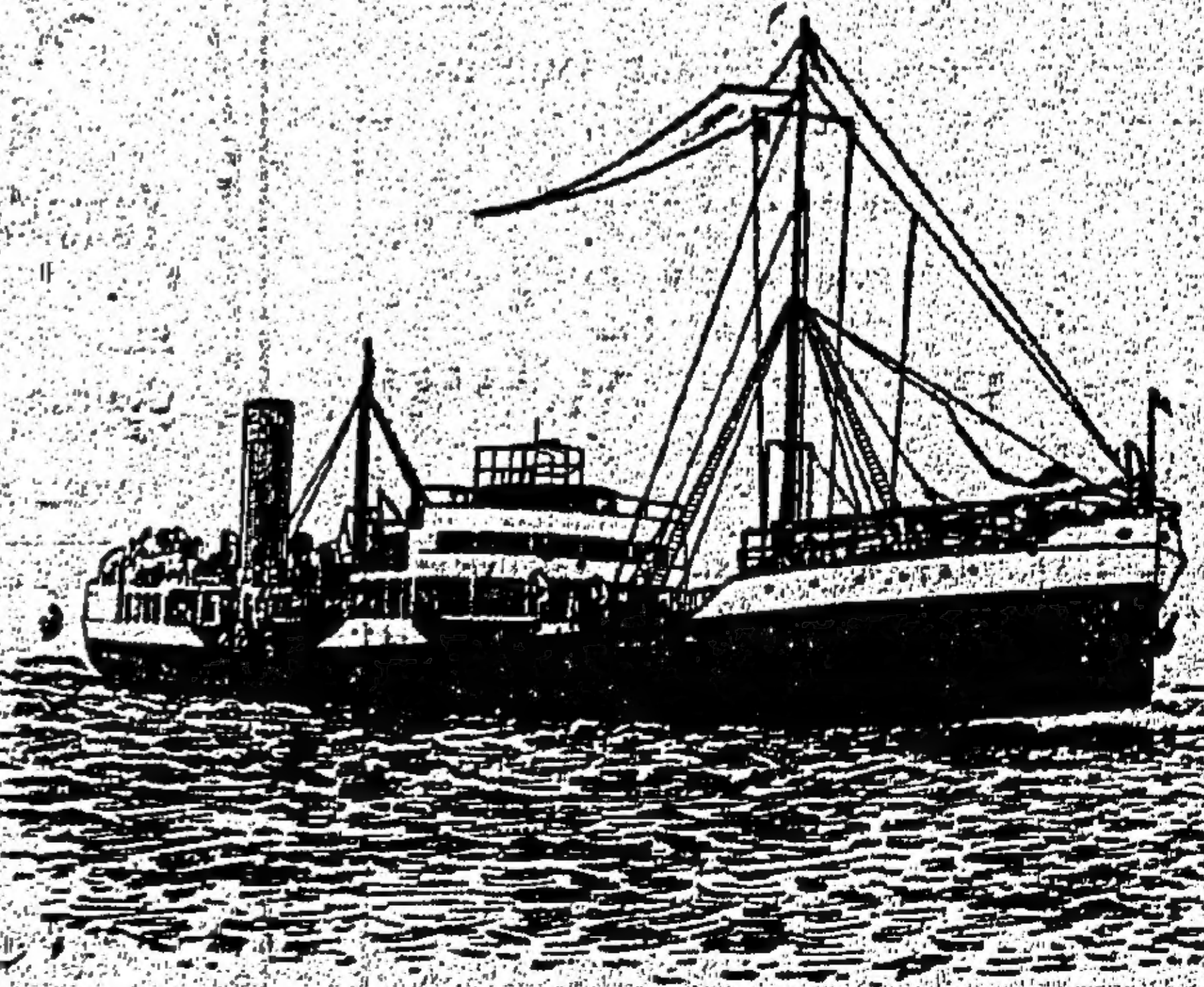
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## SHIPPING NEWS

## ARRIVALS

October 24th.  
Glenamoy, British str., 4,655 tons, Capt. J. Angur, from London via Straits ports, the former port, she left on August 18th, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Pure Maru, Japanese str., 4,474 tons, Capt. I. Saito, from Kobe and Shanghai, with a general cargo, lying at buoy No. 10.—O.S.K.

Wahing, British str., 1,173 tons, Capt. J. W. Pettigrew, from Wahoo, with a general cargo, lying at West Point.—J. M. & Co.

Weser, German str., 5,550 tons, Capt. J. Jackens, from Shanghai, with a general cargo, lying at buoy No. 10.—O.S.K.

Yunnan, British str., 1,205 tons, Capt. J. D. Milne, from Haiphong and Hoihow, with a general cargo, lying at buoy No. 10.—B. & S.

October 25th.  
Anshu, Chinese str., 235 tons, Capt. Kwok Shan, from Hoihow, with a general cargo, lying at buoy No. 10.—On Fat S.S. Co.

Huagang, British str., from Canton, lying at buoy No. 10.—O.S.K.

Huagang, French str., 235 tons, Capt. F. L. Mervan, from Haiphong and Kwang Chow, with a general cargo, lying at buoy No. 10.—M.M.

Kanagawa Maru, Japanese str., 3,584 tons, Capt. K. Shibuya, from Moji, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Kanagawa, British str., 1,143 tons, Capt. A. Taylor, from Hoagay, with a cargo of coal, lying at West Point.—B. & S.

Kanagawa, Chinese str., from Canton, lying at buoy No. 10.—O.S.K.

Kanagawa, British str., 2,591 tons, Capt. H. E. Gilroy, from Kobe, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Kanagawa, British str., 4,321 tons, Capt. F. W. J. Carpendale, R.N.R., from London, which port she left on September 18th, with a general cargo, lying at Kowloon wharf.—J. M. & Co.

Szechuan, British str., 1,854 tons, Capt. J. Gibbs, from Shanghai, with a general cargo, lying at buoy No. 10.—B. & S.

Tzicheng, Dutch str., 5,028 tons, Capt. J. J. Dijk, from Sourabaya, with a general cargo and sugar, lying at buoy No. 10.—J.C.J.L.

## CLEARANCES

October 25th.  
Ahtahai, for Kwangchowwan.  
Anshu, for Pakhoi.  
Chunghing, for Canton.  
Dun, for Bangkok.  
Glenamoy, for Shanghai.  
Hydra, for Swatow.  
Kauking, for Canton.  
Kauking, for Shanghai.  
Kauking, for Amoy.  
Kauking, for Hongkong.  
Kauking, for Canton.  
Kauking, for Canton.  
Kauking, for Canton.  
Kauking, for Canton.  
Kauking, for Canton.

## PASSENGERS

ARRIVALS.  
For s.s. Glenamoy, on October 24th: Mrs. Rowell.  
Per P. & O. s.s. Yunnan, on October 24th: For Hongkong: Mr. A. O'Leary, Mr. W. Barnes, Mr. R. Fountain, Mr. E. J. Trappell, Mr. J. B. Flett, Mr. W. C. Heywood, Mr. J. E. Maltby, Mr. S. C. White, Mr. F. W. Howell, Mr. G. R. Fenton, Mr. E. S. Bowman, Mr. W. J. Key, Mr. J. Morris, Mr. E. F. Matthews, Mr. W. Marshall, Rev. R. Bladell, Mr. W. E. Anderson, Mr. P. Crocker, Lieut. Col. and Mrs. H. Bracken, Mr. C. F. Vandestadt, Mr. Newton, Mr. C. Forbes Brown, Mr. G. Sorvaldo, Mrs. E. Kimball, Miss D. Wheeler, and Mr. M. Kimball.  
DEPARTURES.  
Per R.M.S. Empress of Asia, on Oct. 25th: Mr. and Mrs. A. Anthony, Misses J. and H. Anthony, Master V. Anthony, Mr. O. T. Barnard, Major E. P. Brown, Mrs. E. P. Brown, Mr. M. S. Cowles, Mr. P. W. Cowles, Master H. D. Cowles, Mr. and Mrs. R. T. Cowles and family, Miss Laura T. Horst, Mr. E. Knight, Mr. Mahanga, Mr. E. Maynard, Mr. Lauro Nelson, Mr. E. Schweninger, Mr. and Mrs. C. K. van Riper, Mr. W. Watkinson, Mr. and Mrs. S. Berg, Mr. and Mrs. E. L. Child, Mrs. W. B. Cornaby, Mrs. T. R. Orank and family, Miss V. Denonberg, Col. O. W. Davy, Mr. H. Dreyer, Mr. O. Ennabaw, Mr. C. Essler, Major General Sir John Fowler, Lady Fowler, Mr. A. C. Groves, Mr. B. O. Gny, Mr. C. S. Gubby, Miss O. Hancock, Major W. J. Holdick, Sir Jas. Jamieson, Mr. P. A. Jehl, Mr. D. C. Logan, Mr. H. G. Macnamara, Mr. F. Methum, Mr. J. Miki, Mr. J. B. de H. Moore, Mr. and Mrs. J. H. Mottier, Mr. L. Pollock, Mr. H. Rasmussen, Mr. N. A. Razek, Mr. H. Rasmussen, Mr. A. W. Robinson, Mrs. She, Mr. U. R. Sparks, Mr. M. B. Shroff, Mr. U. T. Thadani, Mr. and Mrs. J. Trevor-Smith, Mr. and Mrs. G. A. Verayss, and a number of Chinese first-class passengers.

## ARRIVALS

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Per P. & O. s.s. Yunnan, on October 24th: For Hongkong: Mr. A. O'Leary, Mr. W. Barnes, Mr. R. Fountain, Mr. E. J. Trappell, Mr. J. B. Flett, Mr. W. C. Heywood, Mr. J. E. Maltby, Mr. S. C. White, Mr. F. W. Howell, Mr. G. R. Fenton, Mr. E. S. Bowman, Mr. W. J. Key, Mr. J. Morris, Mr. E. F. Matthews, Mr. W. Marshall, Rev. R. Bladell, Mr. W. E. Anderson, Mr. P. Crocker, Lieut. Col. and Mrs. H. Bracken, Mr. C. F. Vandestadt, Mr. Newton, Mr. C. Forbes Brown, Mr. G. Sorvaldo, Mrs. E. Kimball, Miss D. Wheeler, and Mr. M. Kimball.  
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ARRIVALS.  
For s.s. Glenamoy, on October 24th: Mrs. Rowell.  
Per P. & O. s.s. Yunnan, on October 24th: For Hongkong: Mr. A. O'Leary, Mr. W. Barnes, Mr. R. Fountain, Mr. E. J. Trappell, Mr. J. B. Flett, Mr. W. C. Heywood, Mr. J. E. Maltby, Mr. S. C. White, Mr. F. W. Howell, Mr. G. R. Fenton, Mr. E. S. Bowman, Mr. W. J. Key, Mr. J. Morris, Mr. E. F. Matthews, Mr. W. Marshall, Rev. R. Bladell, Mr. W. E. Anderson, Mr. P. Crocker, Lieut. Col. and Mrs. H. Bracken, Mr. C. F. Vandestadt, Mr. Newton, Mr. C. Forbes Brown, Mr. G. Sorvaldo, Mrs. E. Kimball, Miss D. Wheeler, and Mr. M. Kimball.  
DEPARTURES.  
Per R.M.S. Empress of Asia, on Oct. 25th: Mr. and Mrs. A. Anthony, Misses J. and H. Anthony, Master V. Anthony, Mr. O. T. Barnard, Major E. P. Brown, Mrs. E. P. Brown, Mr. M. S. Cowles, Mr. P. W. Cowles, Master H. D. Cowles, Mr. and Mrs. R. T. Cowles and family, Miss Laura T. Horst, Mr. E. Knight, Mr. Mahanga, Mr. E. Maynard, Mr. Lauro Nelson, Mr. E. Schweninger, Mr. and Mrs. C. K. van Riper, Mr. W. Watkinson, Mr. and Mrs. S. Berg, Mr. and Mrs. E. L. Child, Mrs. W. B. Cornaby, Mrs. T. R. Orank and family, Miss V. Denonberg, Col. O. W. Davy, Mr. H. Dreyer, Mr. O. Ennabaw, Mr. C. Essler, Major General Sir John Fowler, Lady Fowler, Mr. A. C. Groves, Mr. B. O. Gny, Mr. C. S. Gubby, Miss O. Hancock, Major W. J. Holdick, Sir Jas. Jamieson, Mr. P. A. Jehl, Mr. D. C. Logan, Mr. H. G. Macnamara, Mr. F. Methum, Mr. J. Miki, Mr. J. B. de H. Moore, Mr. and Mrs. J. H. Mottier, Mr. L. Pollock, Mr. H. Rasmussen, Mr. N. A. Razek, Mr. H. Rasmussen, Mr. A. W. Robinson, Mrs. She, Mr. U. R. Sparks, Mr. M. B. Shroff, Mr. U. T. Thadani, Mr. and Mrs. J. Trevor-Smith, Mr. and Mrs. G. A. Verayss, and a number of Chinese first-class passengers.

## SHIPPING MOVEMENTS

The s.s. Empress (Blue Funnel), for Marseilles, Havre, Liverpool and Glasgow left Otaru on the 23rd inst. for this port, and is due here on the 26th inst. She will be dispatched to Manila at daylight on November 1st.  
The s.s. Athens (Blue Funnel), for London, Rotterdam and Hamburg left Shanghai on the 25th inst. for this port, and is due here on the 28th inst. She will be dispatched at noon on November 3rd.  
The s.s. Tophina (Blue Funnel), arrived at New York on the 24th inst.

## VESSELS EXPECTED

Angkor (M.M.), due Nov. 7th.  
Antony (Blue Funnel), due Nov. 8th.  
Bakersfield, due Oct. 27th.  
Benmar (Ben Line), due Nov. 1st.  
Calcutta (Blue Funnel), due Nov. 24th.  
Chambard (M.M.), due Nov. 22nd.  
Empress of Australia, due Oct. 31st.  
Empress of Canada, due Nov. 5th.  
Empress (Blue Funnel), due Nov. 2nd.  
Empress (T.K.K.), due Oct. 31st.  
President Grant (Admiral Oriental), due October 27th.

October 27th.  
Theresa (Blue Funnel), due Nov. 28th.  
Victoria, due Nov. 9th.

## TO BEAT OCEAN RECORD

"MAURITANIA" REFITTING FOR EVEN GREATER SPEED.

The world's fastest liner Mauritania is expected by its owners, the Cunard Company, to beat its own record when it has been completely re-fitted this winter and fitted with new turbines.  
Her record Transatlantic run from Dumbarton to New York was made in September, 1910, in 4 days, 10 hrs. 45 mins. at an average speed of 26.00 knots, while in May last year she achieved a record from New York to Southampton, making the trip in 5 days 8 hrs. 30 mins. at an average of 25.11 knots.

Under an agreement between the Cunard and White Star lines these two companies will provide only one Transatlantic sailing weekly from November to March from Southampton to New York, via Cherbourg, each line sending a vessel alternately. The *Herpynia*, *Napier*, and *Aquiline* will be the first three liners to sail.

## WEATHER REPORT

October 25th at 12.42.—Pressure has decreased slightly at the majority of reporting stations.

The anticyclone is probably central over S.W. Japan.

The monsoon will be interrupted to the north of Foochow.

Hongkong rainfall for the 24 hours ending at 18 hours, 25th October, 0.00 inch. Total since January 1st, 18.44 inches, against an average of 30.07 inches.

The forecast for the 24 hours ending at 18 hours, 26th Oct. is as follows:—

District Forecast:  
Formosa Channel ... N.E. wind, fresh.

Hongkong to Gap Rock ... E. winds, moderate; sea.

South coast of China between Hongkong and Lamock ... do.

South coast of China between Hongkong and Hainan ... do.

## HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 25th.			
	Previous Day at 1 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.99	29.99	29.92
Temperature	72	74	77
Humidity	71	74	78
Wind Direction	E	E	E
Force	2	3	4
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air Temperature on 24th — 84  
Lowest open-air Temperature on 25th — 74

## HONGKONG TIDE TABLE

From October 25th to Nov. 1st, 1923.			
HIGH WATER		LOW WATER	
Day of Week	Day of Month	Day of Week	Day of Month
Mon	25	Mon	26
Tue	26	Tue	27
Wed	27	Wed	28
Thur	28	Thur	29
Fri	29	Fri	30
Sat	30	Sat	31
Sun	31	Sun	1

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INDIA, AUSTRALIA, &c.

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of the

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HONGKONG WEEKLY

PRESS.

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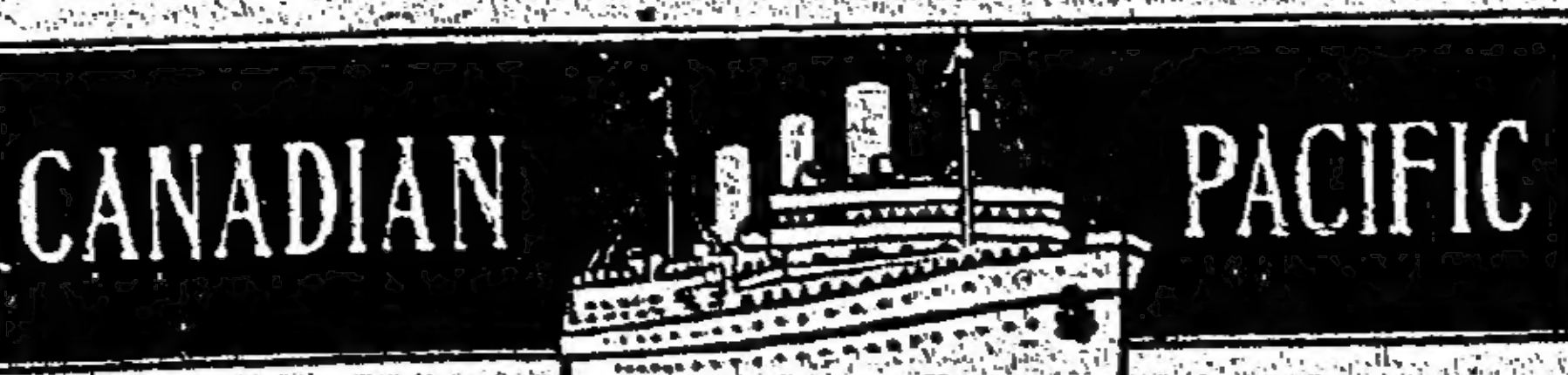
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Messrs. BROWN & CO.

Canton: Messrs. A. S. WATSON & Co.



## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec

From	Due	From	Due
Hongkong	Vancouver	Canada	England
Empress Canada	Nov. 17 Dec. 9	Minneapolis	Nov. 21 Nov. 28
Empress Russia	Nov. 29 Dec. 17	Melita	Dec. 13 Dec. 20
Empress Australia	Dec. 21 Jan. 9	Minneapolis	Dec. 27 Jan. 3
Empress Asia	Jan. 10 Jan. 28	Marburn	Jan. 16 Jan. 23
Empress Russia	Feb. 7 Feb. 25	Montclair	Feb. 8 Feb. 15
Empress Australia	Feb. 23 Mar. 12	Marlock	Mar. 7 Mar. 14
Empress Asia	Mar. 13 Mar. 31	Melita	Mar. 19 Mar. 26
		Montrose	Apr. 11 Apr. 18

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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Freight and Express: Tel. 42. Cables: NAUTILUS.

## T. K. K.

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REDUCED FARE TO EUROPE. £120—£110  
First class throughout. Mono class steamers on the Atlantic.  
HONGKONG TO SAN FRANCISCO.  
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.  
STEAMERS  
TENYO MARU ... 22,000 tons, Oct. 27th.  
KOREA MARU ... 20,000 tons, Nov. 3th.  
SHINYO MARU (calling at Manila and Keelung) ... 22,000 tons, Nov. 18th.  
BIBBIA MARU (calling at Dairen) ... 20,000 tons, Nov. 23th.  
HONGKONG TO VALPARAISO.  
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARICA AND IQUIQUE.  
THENCE BY TRANS-ANDREX ROUTE TO BUENOS AIRES.  
STEAMERS  
ANYO MARU ... 18,700 tons, October 30th.  
SEIYO MARU ... 14,000 tons, December 4th.  
RAKUYO MARU ... 18,500 tons, January 18th.  
JAPAN-HONGKONG-JAVA SERVICE.  
OSAKA, KOBE, NAGASAKI, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA.  
STEAMER  
PERSIA MARU (calling at Manila and Soerabaya) ... November 2nd.  
NEW YORK LINE. (Freight only).  
VIA JAVA AND SUEZ.  
STEAMER  
BIYO MARU ... End of November or Early December.  
For full information regarding Passengers, Freight & Sailings.  
Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375.  
Messrs. T. E. GRIFFITH.

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SS. "LEGAZPI" ... 3rd Nov.  
SS. "C. LOPEZ Y LOPEZ" ... 18th Dec.  
For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.  
SS. "C. LOPEZ Y LOPEZ" ... 1st Dec.  
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.  
Stewards and Doctor carried.  
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Y. K. K.  
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Steamship Owners, Shipping & Marine Insurance Broker  
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REGULAR FREIGHT & PASSENGER SERVICE  
BETWEEN  
KEELUNG, HONGKONG & HAIPHONG.  
SAILING FROM HONGKONG.  
For HAIPHONG via Hoihow & Pakhoi  
s.s. "NANYO MARU No. 1" ... on or about 5th Nov.  
For KEELUNG via Swatow & Amoy  
s.s. "TAIKWA MARU" ... on or about 2nd Nov.  
For further particulars, please apply to—  
Branch Office: No. 27, Bonham Street, West Tel. Central No. 125.  
S. MITARAI, Agent, (Top Floor, King's Building, Tel. Central No. 140).

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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1923.  
With Index, Price 7/6.  
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FAST NEW AMERICAN STEAMERS TO

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S.S. "PRESIDENT PIERCE" ... Wednesday, Nov. 7th.  
S.S. "PRESIDENT LINCOLN" ... Wednesday, Nov. 21st.

Sailing and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

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## HONGKONG—MANILA

S.S. "PRESIDENT PIERCE" ... Monday, Oct. 29th.  
S.S. "PRESIDENT LINCOLN" ... Monday, Nov. 12th.  
S.S. "PRESIDENT TAFT" ... Monday, Dec. 3rd.

## HONGKONG—CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... November 2nd, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

## PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2332. HOLYOAK, MASSEY & CO., LTD.



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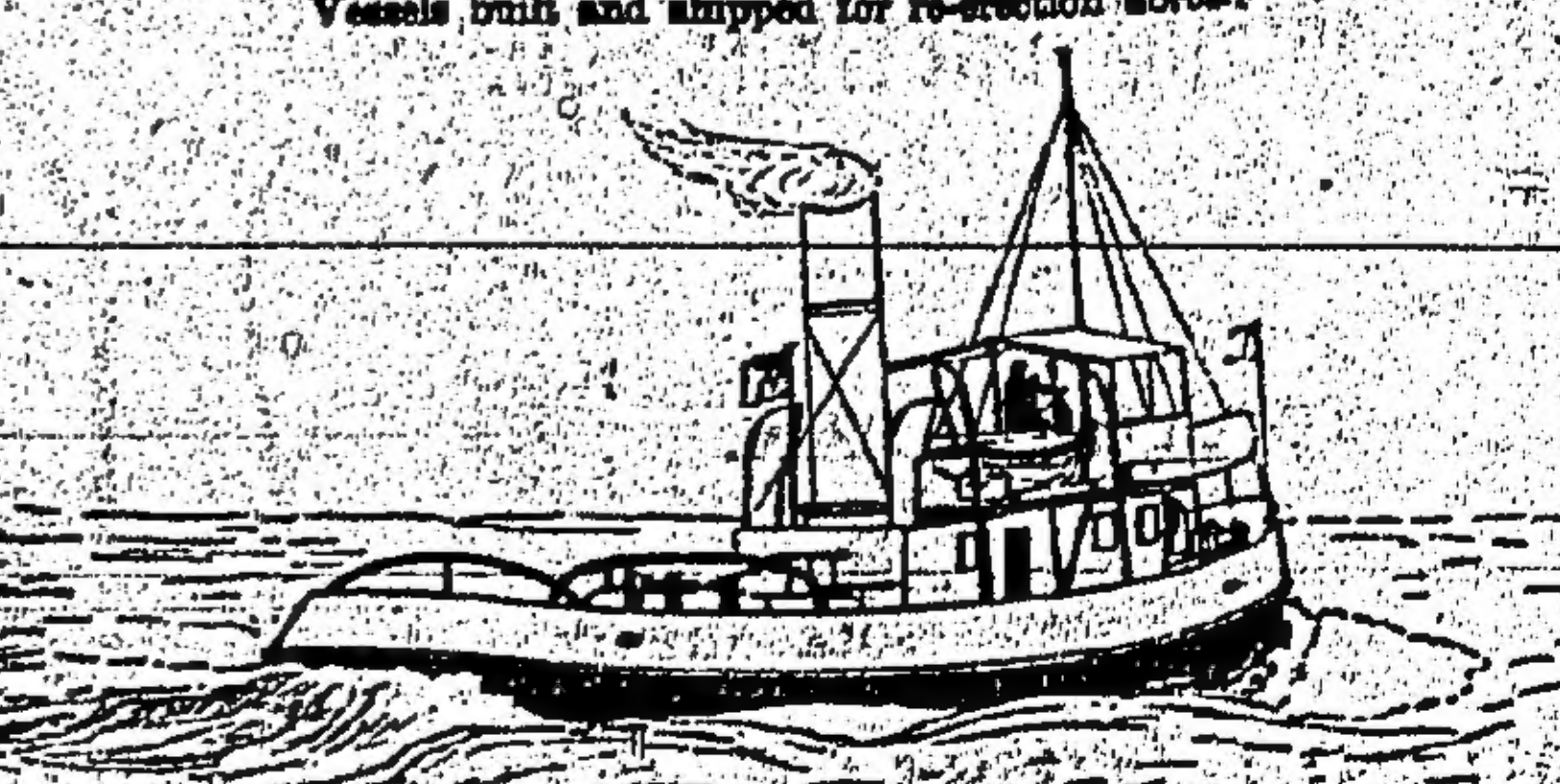
ITO MARU ... Sunday, 4th Nov., at 11 a.m.  
SHIZUOKA MARU ... Tuesday, 20th Nov.  
MARNEILL'S, LONDON & ANTWERP via Singapore, &c.  
KITANO MARU ... Wednesday, 31st Oct., at 11 a.m.  
HARUNA MARU ... Wednesday, 7th Nov.  
HABUBO via LONDON & BOSTON.  
LIVERPOOL via MARSEILLE & VALENCIA.  
LYONS MARU ... Wednesday, 31st Oct.  
SYDNEY & MELBOURNE via Manila, &c.  
MISHIMA MARU ... Friday, 2nd Nov., at 11 a.m.  
AKI MARU ... Wednesday, 14th Nov., at 11 a.m.  
NEW YORK & BOSTON via PANAMA.  
TAKETOYO MARU ... Thursday, 1st Nov.  
EUBENS ARIES via Singapore, Durban & Cape Town.  
KANAGAWA MARU (calling Delagoa Bay) ... Friday, 26th Oct.  
BOMBAY via Singapore and Colombo.  
MALACA MARU ... Tuesday, 30th Oct.  
CALCUTTA via Singapore, Penang & Rangoon.  
CALCUTTA MARU ... Thursday, 4th Nov.  
NAGASAKI, KOBE & YOKOHAMA.  
TANGA MARU ... Thursday, 22nd Nov.  
SHANGHAI, KOBE & YOKOHAMA.  
ATSUTA MARU ... Wednesday, 7th Nov.  
HOLLAND MARU ... Wednesday, 7th Nov.  
PENANG MARU ... Sunday, 11th Nov.

For further information apply to—NIPPON YUSEN KAISHA U. YAMAMOTO, Manager. Telephone: Central Nos. 291, 292 & 242.

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SHIPBUILDERS, MARINE AND LAND ENGINEERS

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BUCKNALLSTEAMSHIP  
COMPANY, LTD.

Projected Sailings from Hongkong.

SUBJECT TO ALTERATION.

"CITY OF HANKOW" 10th November. Havre, London, Rotterdam &amp; Hamburg.

## PASSENGER SERVICE.

"CITY OF PARIS" 33rd November. Shanghai and Japan.  
 "CITY OF KARACHI" 4th December. Marseilles & London.  
 "CITY OF YOKO" 2nd January. Do.  
 "CITY OF CANTERBURY" 21st February. Do.  
 "CITY OF YORK" 30th March. Do.  
 "CITY OF CAIRO" 18th April. Do.

## FARES TO LONDON.

Singapore 1st Class "A" £82 "B" £64 "C" £56  
 "D" £48 "E" £40 "F" £32  
 "G" £24 "H" £16 "I" £8

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AND

## AMERICAN &amp; MANCHURIAN LINE

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## Sailings from Hongkong.

"ALCINOUS" via Suez Canal 27th Oct.  
 "CITY OF ORAN" via Suez Canal 5th Nov.  
 "TEUCER" via Suez Canal 15th Nov.  
 "AJAX" via Suez Canal 25th Nov.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
ANGERS	—	—	30th Oct.
ORILL	—	—	13th Nov.
PORTOS	—	—	27th Nov.
ANGKOR	4th Oct.	7th Nov.	11th Dec.
CHAMBOUR	19th Oct.	22nd Nov.	26th Dec.
PAUL LECAT	2nd Nov.	5th Dec.	8th Jan. 1924.
ANDRE LEBON	16th Nov.	20th Dec.	22nd Jan.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including 1st Class Wine and Free Doctor's Attendance).

A Class (1st Class) £85.00. 3 Class (1st Class) £85.00. 3 Class (2nd Class) £62.00. 3 Class (3rd Class) £42.00.

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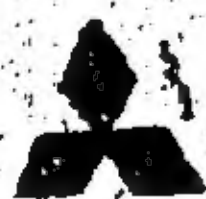
AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	Capt. J. S. Thomson	Friday, 26th Oct., at 3 p.m.
HAIPHONG	Capt. W. O. Passmore	Tuesday, 30th Oct., at 1 p.m.
HAIPHONG	Capt. Ellis Walker	Friday, 2nd Nov., at 1 p.m.

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PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"CALEDONIA"	7,622	2nd Nov., midnight	B'way, Mars, Gib, L'don & A'werp
"NELLORE"	8,813	8th Nov.	Mars, London, Antwerp & R'dam.
"SICILIA"	10,941	14th Nov.	S'pore, Penang, Colombo & Bombay
"MALWA"	10,941	18th Nov.	Mars, Gib, London & Antwerp.
"NYANZA"	7,023	24th Nov.	Mars, L'don, A'werp & R'dam.
"KALYAN"	9,082	30th Nov.	Marseilles, London, Antwerp.
"BOUDAN"	6,696	13th Dec.	S'pore, Penang, Colombo & B'way.
"DEVANHA"	8,092	14th Dec.	Mars, London & Antwerp.
"KAISAR-I-HIND"	11,430	28th Dec.	B'way, Mars, Gib, L'don & A'werp

## 1924.

"RHIVA"	9,097	11th Jan.	[MARSEILLES & LONDON via Usual Ports of Call.]
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	8,840	8th Feb.	do.
"MOREA"	10,911	22nd Feb.	do.
"KARMALA"	9,098	7th March	do.
"NADDERA"	15,982	21st March	do.
"DELTA"	8,097	4th April	do.
"CEANA"	7,952	18th April	do.
"KALYAN"	9,082	2nd May	do.
"KASHMIR"	8,890	16th May	do.
"RHIVA"	9,097	30th May	do.

## BRITISH INDIA - APCAR SAILINGS

"TORILLA"	5,205	4th Nov.	Singapore, Penang & Calcutta.
"JAPAN"	6,052	14th Nov.	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	3rd Nov.	(Manila, Thursday, Island, Townsville, Brisbane, Sydney & Melbourne.)
"EASTERN"	4,000	1st Dec.	do.
"ARAFURA"	6,000	5th Jan.	do.

For more connections from Australia with the following—  
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver  
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape  
 The New Zealand Shipping Co.'s Steamers for South America and London via Panama Canal

## SAILING TO SHANGHAI &amp; JAPAN

"NYANZA"	7,023	26th Oct. Noon	Shanghai, Moji & Kobe.
"SICILIA"	8,813	2nd Nov.	Shanghai.
"DEVANHA"	8,092	3rd Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,000	8th Nov.	Moji & Kobe.
"KAISAR-I-HIND"	11,430	17th Nov.	Shanghai, Moji & Kobe.
"BOUDAN"	6,696	30th Nov.	Shanghai, Moji & Kobe.
"RHIVA"	9,097	1st Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\* Passengers for Hongkong must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

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Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON  
and  
NEW YORK

S.S. "SLAVIC PRINCE"	—	on 4th November
S.S. "EASTERN PRINCE"	—	on 25th November

For Freight and full particulars apply to—

## FURNESS (FAR EAST) LIMITED,

(Incorporated in Great Britain)  
 St. George's Building  
 Telephone: Central 5155  
 Telegrams (Furprinco)

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION  
 LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore  
 Colombo, Suez and Port Said.

"LONDON MARU" Saturday, 3rd Nov.  
 RIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon  
 Singapore, Colombo, Durban and Capetown.

"CANADA MARU" (Calls at Montevideo) Friday, 2nd Nov.  
 BOMBAY via Singapore and Colombo.

"CELEBES MARU" (Calls at Penang) Sunday, 4th Nov.  
 "SUMATRA MARU" Tuesday, 20th Nov.

SAIGON, PHNOM PENH & BANGKOK  
 "BUSHO MARU" Thursday, 1st Nov.

CALCUTTA via Singapore & Rangoon  
 "HINDO MARU" Wednesday, 14th Nov.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan  
 "ALABAMA MARU" Wednesday, 21st Nov.

NEW YORK via Japan Ports, San Francisco and Panama  
 "HAYANA MARU" Beginning of Nov.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.  
 "ARGON MARU" Sunday, 28th Oct.

KEELUNG via SWATOW & AMOY.  
 "KAMAKURA MARU" Sunday, 28th Oct., 10 a.m.

TAKAO via SWATOW & AMOY.  
 "SOSU MARU" Sunday, 4th Nov., 10 a.m.

TAKAO & KEELUNG.  
 "BATAVIA MARU" Thursday, 8th Nov., 8 a.m.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA,

K. SHIMA, Manager.

CHINA NAVIGATION CO.,  
LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SHANGHAI & TRINGTAO	"SINKIANG"	On 27th Oct., D.L.
SHANGHAI, CHEFOO, TIENTSIN & NEWCHWANG	"NANNING"	On 28th Oct., D.L.
SHANGHAI	"CHENGTO"	On 28th Oct., 11 a.m.
SWATOW & SHANGHAI	"SZECHUEN"	On 28th Oct., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"YUNNAN"	On 28th Oct., 11 a.m.
AMOY & SHANGHAI	"SUJIANG"	On 28th Oct., D.L.
SWATOW & BANGKOK	"KIANGSU"	On 30th Oct., 10 a.m.
SHANGHAI	"NANOHANG"	On 30th Oct., 10 a.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 31st Oct., 10 a.m.
MANILA	"HUNAN"	On 31st Oct., 4 p.m.
CHEFOO & NEWCHWANG	"TAMING"	On 31st Nov., D.L.
WEIHAIWEI, DALNY & NEWCHWANG	"TIENTSIN"	On 4th Nov., D.L.
SWATOW & SINGAPORE	"CHENAN"	On 4th Nov., 4 p.m.
SWATOW & BANGKOK	"KINGYUAN"	On 6th Nov., 16 a.m.
MANILA	"TEAN"	On 7th Nov., 4 p.m.

SHANGHAI LINE.—Excellent Sloop steamship, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sunday (via Swatow and extending to Pakhoi), Tuesday (via Amoy) Thursday (via Swatow) and Saturday (direct extending to Tientsin). Cargo taken on through B/Lading to all East and North China ports. Passengers for Shanghai do not require to tranship at Wosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesday to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

100, 102 &amp; 104, SOLE, LTD., Agents.

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE (John Swire &amp; Sons, Ltd.)

## AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

## SAILINGS SUBJECT TO ALTERATIONS.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, Thun, La & Ass. Ports
"CHANGSHA"	—	14th November, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—  
 BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents.  
 Telephone Central No. 88.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ  
 "BOLTON CASTLE" sailing on or about 18th Nov.  
 "MUNCASTER CASTLE" sailing on or about 18th Dec.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for trade cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.  
 REDUCED FARE FROM HONGKONG TO ITALIAN PORTS, EGB.

## FOR SHANGHAI YOKOHAMA &amp; KOBE.

"FIUME" sailing on or about 28th Oct.  
 "DUCHESSA D'AOSTA" sailing on or about Beginning Dec.

## FOR BRINDISI, VENICE &amp; TRIESTE

via SINGAPORE, PENANG &amp; COLOMBO.

"VENEZIA" sailing on or about 6th Nov.  
 "FIUME" sailing on or about Early Dec.  
 "DUCHESSA D'AOSTA" sailing on or about Early Jan.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.  
 "UMZINTO" sailing from Calcutta on or about 1st Dec.

Regular Passenger and Cargo Service to South African Ports.  
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED,

Telephone Central 1030.

Agents.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "West Cactus" Due Hongkong 30th Oct.  
 Leave Hongkong 21st Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY  
 SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF  
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

## TO SINGAPORE.

U.S.B. "West Prospect" Due Hongkong 25th Nov.  
 Leave Hongkong 27th Nov.

THOUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

## TO MANILA AND P. I. PORTS.

U.S.B. "West Sequana" Due Hongkong 18th Nov.  
 Leave Hongkong 18th Nov.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for 1st Floor, Queen's Building, Phone Central No. 5008.  
 JAPAN-CHINA-PHILIPPINES, H. E. CASE, Esq., Agent.  
 INDO-CHINA-STRAITS & JAVA.

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